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September 1995 \$2.00

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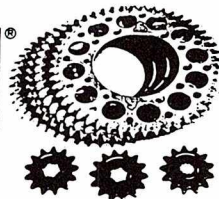
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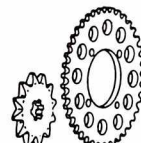
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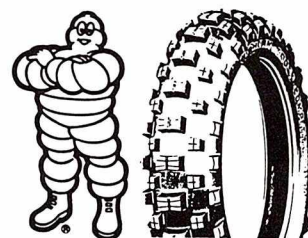
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Trail Rider MAGAZINE

On the cover: Jerry Bernardo stands the new XR400 on its tail, and goes wide-eyed with wonder over the amount o horsepower he has left over. Later on he entertained us all by trying to take down a 10-inch maple with one of the new Hondas. The maple won the skirmish.

September 1995
Volume 25 Number 9

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Warning: Anyone harboring conspiracy theories around the content of this magazine is sadly deluded and should immediately visit a physician for a Prozac perscription. Trail Rider is a hand-to-mouth operation, and we are not capable of anything loftier than putting out a magazine each month as sloppily as we can. We recommend that you ride carefully, dress in all the protective gear you can hold, and know in advance that off-road riding can be very hazardous if you don't keep your wits about you. Remember that this whole sport is based on fun, and if you're not having fun you're going about it seriously wrong, and should find something else that makes you happier. Life is too short, eh?

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LAST OVER

by Paul Clipper

Tire Art

There was a time when there was a real art to it. A time when finesse really mattered, when a person could pride himself on his or her skill, when technique really netted results that you could be proud of.

What? In riding? No, in changing tires.

Anybody can ride. This is America. We've proven that over and over again throughout the years. We have the largest "C" class in the world 9well, at least until halfway through the season when we beat them all senseless on the trees), and California even has a "D" class...or at least they used to.

The point is, as long as you have, say, \$1500 or so burning a hole in your pocket, you too can own a dirt bike and go riding. The real test of skill, as far as I'm concerned, is what you can't do.

Check this out. I used to work with a guy who's name I won't mention, but he was an expert off-road racer and a fountain of knowledge—whether you wanted it or not—on every motorcycle and technical trick known in the country. He was a respected competitor among his peers and very well-versed in everything mechanical. But when his tires were worn out, he used to sneak them over to the local Yamaha shop and pay the mechanic five bucks to change them for him.

Go figure. It was like his secret life. He wouldn't change his own tires—couldn't, without hurting himself—and very few people ever suspected a thing.

The fact that he never learned to appreciate a finely carved tire iron always perplexed me. Showing him a fine chromoly Dowdat/West Germany tire lever (it would cheapen such a tool to call it an "iron") was like casting pearls before swine, or offering vintage wine to a person satisfied with Hawaiian Punch. He could actually get violent about it. "Changing tires is grunt work," he would growl as he warmed up his porting tools to take another carve out of a cylinder. "I refuse to do anything other than ride that might cause me to sweat. I wouldn't allow my dog to change a tire, for that matter."

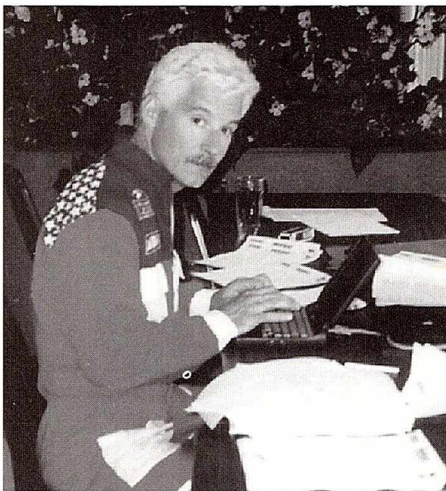
Considering that his number one dog at the time had only three legs, that would have been quite a trick to see.

On the other hand, I was an eager student of tire changing, always hungry for more. I surreptitiously watched ISDE riders change their tires, and later, in private, mimicked their motions. I used to take the tires off my race bike every week, claiming I did it just to check the rims for true, but basically

it was just for practice, just for the thrill of popping them off a little faster; finding a way to make it even easier.

The secret back then was never to try to force anything. Always ease the tire off the rim. If you got down and nasty with it, a balky tire would never come off the rim without bending your levers, ripping the bead, or at least barking your knuckles. I would always start the process by washing the bike, making sure the wheels were perfectly clean. Then I'd let the air out and soap down one side—the brake side—and then stomp the bead off the rim. You stomp it first on the sprocket side, because you're going to be working on the brake side, of course.

Then you slip in the spoon side of the levers and test the fit of the tire. Give it a little pull, and see what the tire wants to do. Then I'd shove two levers in and



squeeze the opposite side, to make sure the bead was way down into the well of the rim. I didn't care if the bead on the other side of the tire was in the well; since you're only working on one side at a time it doesn't matter so much. You also don't need three levers, because two will get it started and if you hit it just right there's a little gap right where the bead comes out of the well in the rim. Slide a soapy lever in there and your third bite on the tire is like a freebie.

Two more bites and a lightweight tire was ready to be muscled off. Pull the rest off the bead off, and the reach in and pull the valve stem right out of the hole from the inside, and pull the tube halfway out of the tire. There's no need to pull it all the way out, and naturally you should have the valve hole pointing up when you do this (the wheel is standing up once you pop the first side of the bead out). If you have a good head of steam by now you can jam the wheel down onto the bottom part of the bead, lean over on the tire and peel the whole remaining side off the wheel without using any more tools. If it's a tough tire you'll have to wedge in an iron to get it started off the rim.

If everything goes smooth and if you're taking your time, you should be able to have the old tire off in two minutes without breaking a sweat. Why not? ISDE riders can

have an old tire off and new tire on in four minutes or less. The only difference between you and them is practice...it's not as tough as riding fast!

When everything goes smooth with a tire change it's like poetry; like good jazz music. You peel that old tire off like a banana, swap the tube into the new tire, and have it all buttoned up before anybody even realizes you started. You take the new tire and get it wet with lube, and then force the first side on by hand—it takes a little leverage and confidence, but it's easily done. If not, one bite with the tire lever should get the first side on. Then you pull the tire and tube way over and put the rimlock in its hole, and lift the started bead back over with the lever. Then you drop it down and stomp the first half of the remaining bead on, and take three or four bites with the tire lever to finish it. Yes, it's fun once you get the drill down, and once you finally figure out how to not pinch tubes they always hold air.

The trouble with modern times is that foam tubes have come along. Yes, it is a new challenge, but the real trick to foam tubes is Brute Force. They make rigs to hold the wheel down, so it doesn't skid across the room. Forget about your slick little West German tire levers. You have to use the eighteen-inchers or stay home, or even better yet go to an auto parts house and get those giant truck-tire spoons and weld a huge steel slug on the end so you can hammer on it with a five-pound maul. To keep the bead from seating too soon you clamp Vise-Grip pliers all around your rim, usually deforming it totally before you realize that you can hook them on lightly and it still works. And when you get the whole nasty mess forced on the rim you don't even have the satisfaction of pumping up a well-mounted tire. It's already there, ready to go!

The most horrible thing is taking them off. You can try to compress the bead with clamps again, or C-clamps, but even so you still have to brutally pound the giant spoons inbetween the tire and the rim. Yeah, there's an art to it, but you feel like a blacksmith when you're doing it. Tech Tubes sells a set of giant screwdrivers they use for this purpose, and they say it works really well, but the screwdrivers are nearly three feet long!

The worst part about it was advice from Kevin Hines, who said "Oh yeah, when I take them off I just pound the spoons in there and force the bead right up and over the rim. It snaps the bead right away and the tire is useless, but who cares? It's worn out anyway."

Yuk. What a sad end to a tire that did you well while it had an edge on it. Snap its spine and leave it in the dumpster, shot and useless.

Then again, you'll never have to do it on the trail, because in the right conditions foam tubes will never "go flat." It just doesn't have the fine, artistic finesse of changing a real tube and tire.

Oh yeah, and before I forget, remember to never buy a used tire from Hines, especially if it's real greasy inside. I guarantee you they won't work very well. □

Add this Trophy to your collection

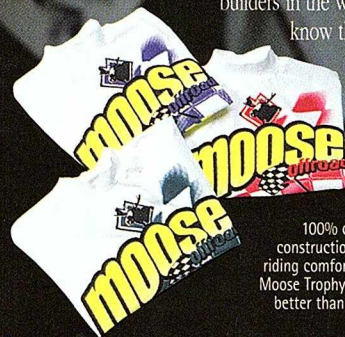
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EASTERN NEWS

American Earthen Trails

Sidney Dickson is at it again. After riding and publicizing a large part of Sam Corerro's Monkey Butt course across the southeast from Colorado to Georgia last summer, he's ready to take on another project in the early fall of this year. Calling it the American Earthen Trails Project 95, Dickson plans to ride from the Gulf of Mexico along the Appalachian Mountains to Canada. "Much of the way has already been pieced together by off-road motorcyclists in New England, Georgia, and Central Appalachia," he claims, "What remains to be done is connect it all with off-pavement links wherever possible." He plans his trip for late September of this year.

Since 1989, Dickson has been concentrating on traveling and publicizing an east-west route across the country, and this will be his first north-south excursion. He is sponsored in part by Acerbis Plastica, Diamond Motorsports, Michelin Tires, Moose Racing, Motion Pro, Spectro Oils, and West Pro Embroidery. Anyone interested in getting involved with Dickson's latest Project 95, is encouraged to contact S.H. Dickson, 8821 Dawson Road, St. Michaels MD 21663. Phone (410)822-8044.

Hatfield-McCoy

You read the story, now you can ride the ride. Two years ago the Hatfield-McCoy Trail Scouts promoted the original Hatfield-McCoy trail ride to showcase the economic potential of an active trail system in West

Massachusetts Update

The Massachusetts Department of Environmental Management has proposed a trails plan in the state that would completely eliminate recreational riding in the Massachusetts state forests. We reported on this last month, and NETRA representatives have attended public meetings to state their opposition, but so far the Mass. DEM does not want to bend on a completely illogical policy. Why? We don't know.

Here is the only answer. You must write a letter—and write another one if you already did last month—to your local legislators; senators, congressmen, representatives, whatever. They can be found in your phone book under the "blue" government pages, or under "State Offices" there should be an 800-number for "Legislative Services," or something like that, which will tell you who your local legislators are and how to contact them. There is nothing fun about letter writing, but it really does work. If you have the gift of gab and want to really pester someone, call your legislators on the phone. Whatever you do, get the message across, which we printed last month and we'll repeat here.

1. Leave the current trails policy alone.
2. Work with NETRA and local clubs to create a responsible managed program of riding opportunities in the state forests.
3. The proposed ban will have a large economic impact—some motorcycle dealers will go out of business, tourist business will diminish, registration income will decrease.
4. Eliminating riding opportunities will shut down the clubs, thereby closing the most effective communications link to riders regarding environmental safety issues.
5. The riding ban will immediately result in a huge enforcement headache for the DEM. 44,000 angry off-road riders will have nothing to do on the weekends.
6. Stress the family aspect of our sport; Junior events, father & son rides, the whole family attends events.
7. Remind them that there is nothing "criminal" about a person on a motorcycle, ATV or snowmobile, it is just another legitimate, accepted form of recreation.

Remember, your letter will make a difference, and if you don't do it now, don't complain later. You can write to the Governor as well as legislators, but don't bother writing to the DEM, they're just throwing letters away at this point.

Honorable William F. Weld, Governor of Massachusetts
State House, Suite 360
Boston, MA 02135
fax (617)523-7984

We will keep you updated on the Massachusetts situation as it develops.

Virginia. The event was a huge success and a great ride, and now they are ready to do another. Called the Coalfield ATV Trail Festival, the ride is open to ATVs and trail motorcycles, and this year will feature double and single-track trails for everyone's enjoyment. The dates are September 1 through 4, and it'll be happening in Wyoming County West Virginia. For more information, a motel list and an entry, call (304)732-8000, extension 241.

Shenandoah 500

Here's another tip for a great dual sport ride this fall. Head down to Mt. Solon, Virginia, for the Shenandoah 500. It takes place on October 7 and 8, and is part of the AMA/Suzuki National Dual Sport series. They offer spectacular fall foliage, great dirt roads and trails, and plenty of scenery in two days of riding. They even promise to visit Fat Boys Pork Palace for barbecue, so you know it has to be a real class trip! The event comes highly recommended by Mike Stone, who faxed us the entry blank. Entry fee is \$45 for two days, and \$30 for one, and you can get an entry and more information by calling (703)339-5131, or writing to Northern Virginia Trail Riders, 8313 Accotink Road, Lorton VA 22079. The event is limited to 250 riders, so act quickly.

Three Amigos

Three ECEA riders have been chosen for the ISDE team this year in Jelena Gora, Poland. They are Drew Smith, Chris Smith,

and Tom Ebersole. Tom has been riding the ISDE for four or five years now, and does a great job as a Senior class rider. Drew and Chris need no introduction, since Chris was part of the winning Junior team at the last event in Czechoslovakia and Drew has been riding ISDE events since the turn of the century. Good luck to them all!

This is Eastern?

Hey, how much farther east can you get than Rihimaki, Finland? At the last round of the World Enduro Championship series, a series no Americans participate in, as far as we know, two Husqvarna riders sewed up class championships...according to a fax from Husky we just received. Petteri Silvan is enjoying his first world title in the 125 class, after finishing second in the class last year. Also winning a title for Husky is Kari Tiainen, who should be no surprise since this is his fifth world championship enduro finish. Tiainen was also the star of last year's ISDE in Tulsa, where he ran away with the final moto and pretty much put Ty Davis and Guy Cooper to shame. Kari rides a 600cc Husky four-stroke in the W.C. events.

Trials Riding

Are you interested in observed trials riding? We predict it's going to make a comeback in the next few years, especially since there will be a world championship round next year in Rhode Island. Trail Rider will be on hand to report on that event, and maybe we'll have some articles on trials

NAMES AND ADDRESSES

New England Trail Rider

Association (NETRA)

P.O. Box 478
Ellington, CT 06029
(203)875-5757

East Coast Enduro

Association (ECEA)

RD 1, Box 2216
Jonestown, PA 17038
(717)865-0601

Vermont Trail Riders Asc.

(VETRA)

P.O. Box 136
South Pomfret, VT 05067

Pennsylvania Trail

Riders Association

(PATRA)

Box 77

Thomasmville, PA 17364

Racer Productions

(AMA GNCC Series)

Route 7, Box 459

Morgantown, WV 26505

(304)594-1157

Budds Creek Hare

Scrambles

(301)475-2000

District 4 Enduro Comm.

(716)594-0384

AMA

P.O. Box 6114

Westerville, OH 43081

(614)891-2425

New York Trail Rider

Alliance, NENYC

8 Komar Drive

Charlton, NY 12019

New Jersey Trails

Conservancy (NJTC)

212 Cedar Street

Lakehurst, NJ 08733

(908)657-6338

District 6 Sports Asc.

P.O. Box 554

Lebanon, PA 17042

(717)272-6896

SETRA

5165 Thompson Mill Rd.

Lithonia, GA 30038

Blue Ribbon Coalition

P.O. Box 5449

Pocatello, ID 83202

(208)237-1557

Virginia Championship

Hare Scrambles Series

(VCHSS)

114 Holloway Drive

Smithfield, VA 23430

(804)255-4620

WHERE TO RIDE September 1995

9/2 Tri-State Junior Enduro
West Gloucester RI
9/3 ECEA Hare Scrambles
Tri-County, South Jersey
9/3 Hoot Owl Hare Scrambles
West Gloucester RI
9/3 Triple B #1 Turkey Run
New Boston MA
9/9-10 AMA National Dual Sport
Golden Pond KY
9/10 Ammonoosuc River Turkey Run
North Haverhill NH
9/10 Greylock Enduro
Lee MA
9/10 Michaux Enduro
Shippensburg, PA
9/16 CATRA II Junior Enduro
Fishouse NY
9/16-17 GNCC Hare Scrambles
Fairmont WV
9/17 CATRA II Hare Scrambles
Fishouse NY
9/17 King Phillip West Enduro
Wrentham MA
9/17 Moonshine Enduro
Brandonville, PA
9/17 VCHSS Hare Scrambles
Middlebrook VA (703)943-7414
9/24 Scrub Pine Enduro
New Lisbon, NJ
9/24 Woodsocross Hare Scrambles
West Greenwich RI
9/30 Nervous Novice Junior Ride
Brimfield MA
9/30 Steerage Rock Junior Enduro
Brimfield MA
9/30-10/1 GNCC Hare Scrambles
Jewett, OH

between now and then, but in the mean time the main source of knowledge on trials in the east is Trials Competition, a monthly trials publication coming from down south. They have a nice, homey little paper, and it sells for \$18 for a year's subscription (sounds awful familiar...). To get a subscription, send \$18 to Trials Competition, 3505 Far Hill Road, Birmingham AL 35243; or you can call them at (205)967-3033.

Fly a 737

We received notice that the Dunlop 737T tire is ready and available at your Dunlop dealer, by those fine folks at Dunlop Tire. The 737 is the intermediate terrain tire that works in rocks and mixed terrain; the one you've seen for so long on the back of the pro riders bikes. We've heard good things about them, and we're going to try them out real soon now.

Is Eight Enough?

Stop the presses! We just heard from Jerry Counts out in sunny California, and he passed on his plans for his Eight Days of California dual sport ride, which is happening this year on October 1 through October 7. This is the first year for this ride, which will cover 1200 miles in the Golden State. Counts promises mileage in Death Valley, Yosemite, Sequoia National Park and Kings Canyon National Park, all in one trip! Expect the entry fee to be \$350, and it'll include a support truck and a farewell dinner, among other things, and call him right away for other details if you're interested. The number is (818)348-8381. □

KTM Turns The World Upside Down, Again.

(According to Industry Experts)

"KTM Sticks A Fork in Japan...Now it's up to the Japanese to see if they can hang...A company will have to release something truly phenomenal to top KTM's suspension package" --**Dirt Rider**

"The most dirt-worthy dual sport in America...KTM has set a new standard for dual sports." --**Dirt Bike**

"You can safely believe all the hype you read about the R/XCs. They are easily the best dual sports ever made. Period." --**Trail Rider Magazine**

"The best dual purpose bike yet." --**Cycle World**

"Attention to detail on the KTMs is first rate...The 400 R/XC is indeed the perfect dual sport bike." --**Cycle News**

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THE REST of the WORLD

No Dual Sport

The big question you'll have about this month's test on the XR400R is Do they have a dual sport bike in the wings? So far, the answer is no; there will be no "XR400L," at least not for this year. We asked Honda about it and were told that they didn't want to diminish from the introduction of the XR400. By releasing a street-legal version of the bike they believed that public perception would be that both of the bikes were "slow and dual-sporty," which is far from the intended XR design of off-road racer and top-notch trail bike.

Marketing-wise, it's a fairly good plan, but it doesn't do anything for those of us wanting a dual sport 400 right now. The only answer is to get a Baja Designs dual sport kit, if you're in a state that allows conversions, and bolt on your legality. In the mean time we'll keep our fingers crossed for an XR400L in the fall of '96.

Nevada Deals

Matt Ernst of Nevada Motorcycle Adventures gave us a call the other day gnashing his teeth and complaining that everyone thought it was hot in the summer in northern Nevada. Actually, it isn't. Outside of Las Vegas, where the altitude starts climbing, the air temperature is actually quite mild for a desert state. More like 85 or 90 degrees, where it might be as high as 115 in Vegas. Summer time is a great time for travel in Matt's stomping ground, and to make things sweeter for Trail Rider readers, he told us to offer everyone the Trail Rider Discount for this fall. Call up and tell him you read about it here, and he'll give you a six day, five night tour for \$1100, with everything included—DR350S, support truck, guides, lunch, lodging—even dinner each night. It really is a cool place to ride, even in the summer heat. Call him at (702)322-4349.

New CRs

Honda also released information on their new Honda CRs this month. The 250 and 500 are now coming with 46mm Kayaba upside down forks, which have been further improved with a 28mm cartridge damper. A new Kayaba rear shock features adjustable high speed and low speed compression damping, and final gearing has been lowered on both bikes. The 250 also received a scad of engine changes, including porting, carburetion, and shift-

ing mechanism improvements.

The CR125 has received a number of engine improvements and uses the new Kayaba shock as well. A new release this year is the CR80 Expert, which is a big-wheel version of the CR80.

New KTM Kolors

If we have no room for anything else in this issue, we have to show you a color photo of the new '96 KTMs. Yes, that's right, orange and purple, you're not seeing things. We haven't seen one in the flesh, but the boys at KTM assure us that the color is striking, different and beautiful—a translucent red-orange, if you will. It certainly is different. Also different is a new 360cc KTM engine, used in a 360SX, 360M/XC, and 360E/XC.

All the bikes feature new Marzocchi Magnum forks with revised valving and 20mm less underhang for better rock clearance. The Ohlins rear shock has also been revalved for a more compliant ride, and the E/XC models have a new smaller headlight to reduce swing weight. Most of the bikes are also coming with high-end Michelin knobbies. There are 18 models of KTM motorcycles available this year, including three variations on the 50cc PeeWee machines and the street-only Duke. We'll tell you more about the new KTMs when we get a chance to get closer to them.

Aussie Jacket

Geoff Ballard, legendary Australian/American ISDE rider, sent us a fax the other day saying that they had such a good response to their Team Australia Six Days jackets last year they decided to do them again, only better. You may have seen the jacket in question; it was a WulfSport riding jacket the Aussie team members were wearing. This year's model is dark blue with green and gold streaked through it, with a picture of a kangaroo holding an Australian flag on the back. If you are going to the ISDE in Poland this year, you can reserve a jacket

and pick it up in Poland, or you can order one and have it mailed to you in the States. The price is \$185 (U.S.) mailed to you, or \$150 (U.S.) if you pick it up in Poland. They also have team jerseys available, for \$45 in Poland, and \$55 through the mail.



To order one, contact Geoff Ballard at fax number 011-61-47-543-396, or call him or Kim Scott at 011-61-47-544-174. Keep the time difference in mind when you're calling—if it's 1:00 in the afternoon here, it's 9:00 AM the next day in Sydney, Australia.

Fifty Years

We received a nice package in the mail from the Flanders Company last month, announcing their 50 years of continuous business, from 1945 to 1995.

Flanders Manufacturing was the life's work of Earl Flanders, and they started out making handlebars. Now they are a full-service parts and accessory distributor doing business all over the world. The kit they sent out was a great collection of historical photographs and a family biography that made for interesting and entertaining reading. If you do any business with Flanders, take a



Earl Flanders at the Jack Pine Enduro, 1948.

moment to tip your hat in congratulations; and offer best wishes for the next 50 years!

Super Tour

Don't forget the AMA Super Tour leaving September 8th! If you have the money and the time, call them right away at 1-800-AMA-DESK. The Super Tour goes to Vienna, Austria, and from there you get to see the Motocross des Nations, the ISDE, and the Trials des Nations as you drive around eastern Europe in your tour-supplied rentacar! It only costs \$1949 from the east coast, and you're guaranteed to be talking about this trip for the next couple of years. And if you go, tell the AMA that they should have made a trade-out deal with Trail Rider, so the Bossman could have gone and covered it! □



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NEW ENGLAND CHAMPIONSHIP

A new course and plenty of fine riding for this Connecticut classic

Photos by Jay Chittenden and Paul Clipper



It isn't too much of surprise when Kevin Hines wins the overall at a NETRA event, and he kept his record perfect so far with another overall win at the New England Championship. J.C. photo. Below: Some of the rockier terrain at the N.E.C.E.



Current Women's class champ Karen Whittier charged through with a 55-point score, but wound up losing to former champ Diane Comalli, who is back in action this season.

Somers, CT 6/11

Well before the start of this enduro you could hear the buzz of conversation among those in the know. "New course!" they whispered. "We're not going to Michelec's!" they were saying. "Michelec's" in this case refers to the property of Martin Michelec in Union, Connecticut, home of the Connecticut State hare scrambles and a special test section for this enduro for the last many years. Martin's property is notorious for the quality and quantity of exposed rock and unyielding laurel bushes—his land had been named "The Laurel Labyrinth" for the enduro a few years ago—and that was one reason some enduro riders dreaded this annual visit.

The other reason to dread that part of the day is distance. In order to get from the start of the enduro to Martin's, all of the riders had to endure a 12-mile road ride on the course, and that much road can be extremely painful if it's raining out or unseasonably cold. Then, too, after negotiating the Labyrinth and possibly a short section across the street, it was another 12 miles of road to get back to Somers for the finish. I'm sure if you polled the riders they would agree that Michelec's is an important points-taking section and a great location for a gas stop, but none of them missed the 12-mile road ride.

Instead, riders at the New England Championship tried out a very unique start, at least for a NETRA enduro, and a whole new section of course to replace the long drive down to Union. Rather than start right on the clock from the Four Town Fairgrounds, they started on free time, and rode three miles to a known control at a farm just

west of the fairgrounds, where the official start was staged. The three miles were all tar and dirt roads, so it was a good chance to warm the bike up and make sure everything was bolted on for the 78 route sheet miles to follow.

From the known control start they went straight into the woods, into a brand new section of open trees, stone walls, and even a little mud-hole just to remind them of where they were. When the trail opened up they were treated to a section of "grass track" ribboned off on a farmer's overgrown fields. It wasn't really

grassy, since the weeds, briars, bushes and saplings were far too tall to allow grass to grow, but it was a neat place to blow the spiders out of your exhaust pipe.

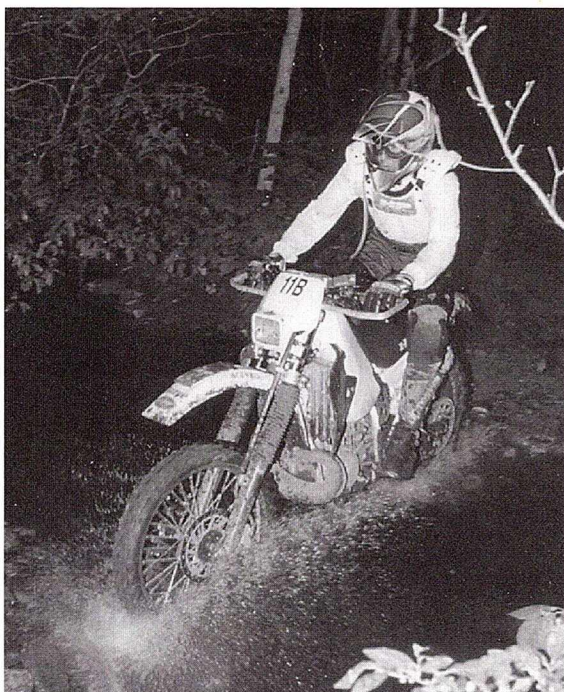
This grass track section would loop out into the field, and then duck back into the woods, all on brand-new trail, and it did it about a dozen times over two separate fields. The mileage for this first section totaled about 7.9 miles, all of it brand new terrain.

From there the course moved east, to more familiar territory on the other side of Route 83. This side of the road features jaunts through various small state forests, and familiar rocky woods trails. Here where the trails had seen more use the typical black mud and sharp rock trails of the region came into play, but the Rams and Ramblers pride themselves on using only the most rideable trails for their event. It truly is the easiest enduro you could put on in northern Connecticut...you should see the trails they don't use!

The relative easiness of the trails and the shortness of the points-taking sections served to keep the scores down. Low score finisher of the day was Kevin Hines, who admits to falling asleep in the new first section, scoring a three point loss at the check-out, and tying score with Paul Milliken, past NETRA Offroad Champion. Nobody slept quite as deeply as present NETRA Enduro Champion Bert Guerrette, who came through the check-out with a five. "I don't know what I was thinking, what I was doing. I rode that section so slow it was a wonder I didn't get run over," he told us afterwards.

Rick Claxton also took a five in the section, and then gained a valuable riding partner in the next short section when Hines, who was riding about four numbers behind him, caught up to his minute. In NETRA Brand-X timekeeping, you assume the new minute that you finish a section on, and well before the gas stop Claxton and Hines became riding partners. "It was good for me," said Claxton, "because Kevin pulled me along, and reminded me to keep on the gas." The two rode together until the gas stop, where Claxton opted to return to minute one, his original time.

The course continued on familiar trails in the second half, trails that seemed much more intense since the lack of restful asphalt time. The C riders got a break midway through the run, with a shortened section that was separate from the A & B ride, and then they all



Former national Open class champion Mike "Budman" Slechta gets his wheels wet on the way to a second in the Open A class. J.C. photo.



Bert Guerrette hung on for all he was worth, and chased Hines right to the end, winding up with a 12-point score and the High Point A trophy. Below: Jim Roberge takes a double dab, but still took the B Light win. J.C. photo.



Josh McLevy throttles back just long enough to get checked, before hammering his way to second A Bantam. J.C. photo.



grouped back together for the finish.

When the two-stroke smoke settled Kevin Hines had again easily taken the overall with a nine point finish on his CRE. Bert Guerrette was second with a 12, riding his KTM 250. Paul Milliken, also KTM mounted, also dropped 12 but missed out on tiebreaker seconds and had to settle for third overall. Claxton was fourth with a 16, riding a Honda 250, and Dave Gunn rounded out the top five with a 17-point loss on his Husky.

Bert took the High Point A award for his second place finish, and the High Point B winner was Gary Schiessl, a past trail boss of the event and long-time local resident rider. Gary rode a Husky to a 26-point finish. Eric Block was the top finishing C class rider, earning the High Point C with a 23 (over the shortened course).

It was a day of beautiful late-spring warm, sunny weather, and a fine day for an enduro. No serious injuries were reported, and there was very little grumbling afterwards about the course being too easy, or too tough. Everybody seemed to agree it was just right.

Once again the Rams and Ramblers did a great job on the New England Championship. The course was easy, for this region, and the new section showed a lot of imagination and had work from the club. "If everything works out, wait 'til you see what we have next year," said trail boss Mark Rivard. "We got favorable reviews from our new landowners, and already have an idea for more new sections like our "grass track" this year. Next year we're going to have even more fun!" □

New England Championship Class Results		
Kevin Hines	CRE 9	
Grand Champion		
Bert Guerrette	KTM 12	
High Point A		
Gary Schiessl	Hus 26	
High Point B		
Eric Block	KTM 23	
High Point C		
A Bantam		
1. Darrell Szlachetka	Kaw 18	
2. Josh McLevy	Hon 19	
3. Pete Tanner	CRE 20	
4. Bob White	Suz 20	
5. Ron Stavens	Kaw 22	
A Light		
1. Paul Milliken	KTM 12	
2. Rick Claxton	Hon 16	
3. Dave Gunn	Hus 17	
4. James Kelly	Hus 18	
5. Kemp Stewart	Hus 20	
A Heavy		
1. Mike Zahansky	KTM 20	
2. Mike Slechts	CRE 20	
3. James Larrabee	KTM 25	
4. Guy Hill	Hus 26	
5. Michael Rae	KTM 50	
A Four Stroke		
1. Bill Drummy	Hon 23	
2. Jim Mitchell	Hon 27	
3. James Burns	Hon 27	
4. Richard Seymour	Hon 27	
A Veteran		
1. Max Parkes	KTM 18	
2. Bill Ainsworth	KTM 24	
3. Ken Robbin	Hon 25	
4. George Barrett	Kaw 25	
5. David Kelley	KTM 25	
A Senior		
1. Jerry Randall	Hus 23	
2. Irving Witkop	KTM 25	
3. Bill Johnson	Hon 29	
4. Gary Martin	KTM 31	

5. Keith Goodell	Hon 31	
B Bantam		
1. Gary Szlachetka	Kaw 35	
2. Chris Hageman	KTM 37	
3. George Gagnebin	Kaw 44	
4. Jeff Picard	44	
5. Frank Chop	Kaw 45	
B Light		
1. Jim Roberge	Kaw 32	
2. Mark Torh	Suz 37	
3. Matt Bingham	Yam 39	
4. Michael Chop	Hus 41	
5. Brian Bassett	KTM 42	
B Heavy		
1. John Rosier	KTM 28	
2. Gary Ryan	KTM 34	
3. Mike Dowling	KTM 35	
4. Art Pepin	KTM 42	
5. Larry Smith	KTM 42	
B Four Stroke		
1. Layne Dutlinger	Kaw 29	
2. Brian Liebenthal	Hon 33	
3. Alan Walker	Hon 35	
4. Jeff Essam	Hon 41	
5. Kevin Jordan	Hon 48	
B Veteran		
1. Dennis Gath	KTM 27	
2. Robert Edwards	KTM 35	
3. Stephen Brown	KTM 35	
4. Daniel Joseph	KTM 40	
5. Jeff Cote	KTM 42	
B Senior		
1. Glen Gifford	Suz 43	
2. Robert Landry	Hon 51	
3. David Mathieson	Hus 52	
4. Paul Dumais	Suz 55	
5. Bob Young	KTM 55	
C Bantam		
1. Lance Brown	Kaw 28	
2. Joe McLaughlin	Kaw 28	
3. Ken Besoette	Kaw 40	
4. Al Huat	Kaw 40	
5. Gary Van Voorhis	Kaw 42	

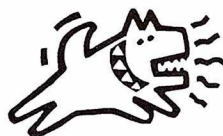
C Light		
1. Jim Cooney	KTM 29	
2. Kevin Knott	Suz 29	
3. Paul Piva	Suz 30	
4. Alan Ross	KTM 31	
5. Chris Orlinski	Hon 31	
C Heavy		
1. Joe Zwick	KTM 28	
2. Tom Hardin	KTM 33	
3. Reggie Pielhote	CRE 34	
4. Mark Lufkin	Suz 36	
5. Steve Tougas	KTM 44	
C Four Stroke		
1. Justin Lis	Hus 26	
2. John Merola	Suz 32	
3. Dale Drew	Suz 33	
4. Doug Morrison	Hon 39	
5. Alan Ewald	Hon 42	
C Veteran		
1. Ron Belieu	KTM 23	
2. Jeff Fluckiger	KTM 30	
3. David Corrao	Suz 33	
4. David Weinerbach	Kaw 33	
5. Bill Talbot	Kaw 37	
C Senior		
1. Russell McIntyre	Kaw 33	
2. Greg Wibben	CRE 38	
3. John Corliss	Kaw 41	
4. Curtis McCann	Kaw 42	
5. Kevin McKenzie	KTM 49	
Super Senior		
1. Gordon Razee	Hon 21	
2. Tom Farley	CRE 29	
3. Roger Niemiec	Hon 30	
4. Ernie Mellor	KTM 37	
Women		
1. Diane Comalli	KTM 45	
2. Karen Whittier	Kaw 55	
3. Sally Haber	Suz ck.7	
Teams		
1. Ramblers #1	78	
2. Rhody Rovers	101	
3. Ramblers #2	103	
4. State Line	104	

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Forest Festival GNCC

Will one lap convince you? It got my attention....

by Charlie Williams, photos by Davey Coombs

The big news for this event is that Budweiser beer was a sponsor of this race. They had a couple of beer trucks on hand selling beer. At the end of the day they awarded the overall winner a check for \$250. Now, Bernie Little may not have been impressed, but Scott Summers was totally grateful and appreciative, nice guy. Fred Andrews got second and east coast hero Tommy Norton got fourth on his 125. I looked Norton up after the race and introduced myself. I guess he thought I was a race reporter or something and started off on his acceptance speech. I kept trying to tell him to relax, that I wasn't from the quote police. He had a difficult time, pulling on the collar of his Yamaha shirt, definitely uncomfortable with someone with my notoriety and power. That is all the good news I have, the next two pages will be my crying about how grueling the track was.

Here I go. It was rocky, muddy, slippery, rutty, rooty, leafy, hilly, and that was just the beer line (I finally found a smooth line around the end). The course was



Scott Plessinger and Fred Andrews claw out of a muddy river at the Forest Festival. And this was only the beer line!

10 miles long with at least six mud holes that could easily stick you. The trail linking these mud holes was just exhausting, large smooth rocks embedded in dirt and covered with slick mud, lots of it, then splash through deep water-filled mud ruts around trees, over roots. Then when you think it will smooth out you would cross one of those gas lines lying on the ground, and they were slicker than any root I've crossed. As hard as I crashed on these pipe lines I was seriously afraid of causing an explosion.

You would be bouncing along making a little forward progress when you would hit one of these pipes and change direction, you would start heading straight to Ashland and the refinery (What would a dirt biker refine down to?). It seems unfathomable that a two-inch pipe could stop one of today's modern motorcycles. Been there. Straining my guts out revving my engine trying to push my \$5,000 race bike over a two inch pipe.

"Well you know, it's *not* natural terrain, that two inch pipe. I only like to ride natural terrain courses."

In places arrows marked several routes through tough sections, this let me ride a different unknown line through every mud hole. I was off pushing my bike at least once a lap, never really stuck but certainly stopped, wheels knitted into the rock and root system. Summers admitted to walking the course the day before and depth checking all the mud holes. Boy, that would sure change things. You could look at a section, figure the fastest, the safest, and the worst lines, then when you rode up to it you could ride with confidence instead of always second guessing and in fear that you were making the wrong decision. Now, I'm not saying that if I walked the track I could win too. Gee, I couldn't carry a cooler that far.

Then at the end of the course we ran part of the motocross track. Adobe-

Elkins, WV 6/4

Grand National Cross Country Series 1995

Unabashed praise for Dave Coombs' most famous series

by Charlie Williams

I can't think of a series more hotly contested, all the big names are there and boy do they haul. The trail at the four rounds I have been to were challenging to say the least. Loretta Lynn's would have been the easiest with its four foot whoops, two foot ruts and one foot rocks, and very fast speeds. I got a flat and hid under my truck until the race was over. In North Carolina was that long off camber root covered, spectator lined, plastic littered, downhill section where I could hear the kids telling one another "Here he comes! Here he comes!"

I was going so slow I could hear the parents telling the kids to be quiet. "That old guy is doing the best he can, you shouldn't pick on him."

"Yea but Dad, He's riding like a puss!"

About then my front tire would randomly pick a root to follow back to it's mother tree and leave me sliding down the hill on my chin and throat. Five laps in a row.

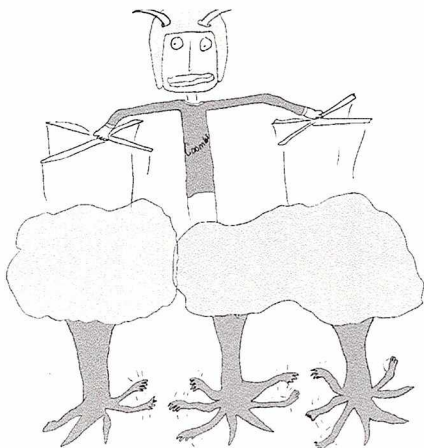
In Pennsylvania there was a first turn pile-up in my class where bikes were flipping around everywhere. One guy broke his arm in 3 places. I barely missed being involved myself. Even with my thumb on the kill button my bike fired and launched me unwillingly into the 250A/Open A first turn massacre. Scary! I've got to fix my kill button.

Florida? Now there was a race. Nobody showed up in my class and I was given a third place trophy! Now you might consider this lucky, but me? No; to me it was a sign from the Gods to keep going to these GNCC races. Sucker! Haven't been near a trophy since.

I finally got to see Tommy Norton in action. He had just finished second overall behind Fred Andrews. Tommy had the microphone and was laying down the law. I can't remember exactly what he said but it was full of piss and vinegar. Fred Andrews was whispering to Scott Plessinger. I could not hear, but his body language said something like. "No man that's not how it was at all, he could have never passed me."

Norton was going on and on, Freddie was mad, it was funny, and the whole time Plessinger is disgusted with Andrews crying and egging Norton on. The Drama.

If you want to find out what kind of shape you're not in and how slow you actually are, go ride one of these GNCC races. You will get to see the very best talent woods racing has to offer. Who knows, maybe nobody will show up in your class and you can win a trophy like me. □



cross, steep unforgiving jumps, tight rock-hard berm-less corners. On the first lap a guy races past me (again), and misses the next mini double jump. In the crash his helmet was torn off and went spinning off the track. This way you could watch his face as he crashed. His face was red from exertion, flushed from the heat and all sweaty too. His eyes were closed and his cheeks made long lines to his frowning mouth. He bounced and his face turned away from me and down towards the dirt before his body crashed, contorted and twisted back into the air, and into the path of the cartwheeling motorbike.

I don't think I'll try that, so as I crest the first jump I shut the throttle, and dive into the face of the second jump. Both feet are knocked off the pegs, elbows sucked down and head thrown back. It would be pretty good posture in the bull-riding event. With my elbows crashed down the throttle was pulled wide open and the bike was driven straight up in the air off the second jump.



Plessinger on the rocks with a Summers chaser. Heading out of the barrels at the GNCC.

When it landed my weight was so far back I couldn't let go of the gas, and ran out of control lying on the seat with my legs straight back.

If I hadn't hit the porta john I might have made it, but it caromed me back at the track and a larger double jump. The automobile tire along the track hooked my foot peg and jerked the bike sideways up the face of the first jump. This started the momentum that let me do an aerial 360-degree spin and land on the down hill side of the second jump, just like the pros. The crash landing threw my body back into position on the bike and back in control, and at my correct scoring barrel. The crowd went wild and the guys at the beer truck pointed their bellies at me.

Start of lap 2. What I would like you to do now is wait until it's really hot out, climb up in your attic, cover yourself up with the itchy insulation and read the previous description, over and over until your two hour, 45 minute and a lap egg timer goes off. These GNCC races are tough, and so are all the guys who show up. Racer Productions gives away a lot of trophies, but you sure have to earn them. □



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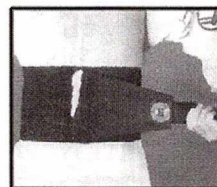
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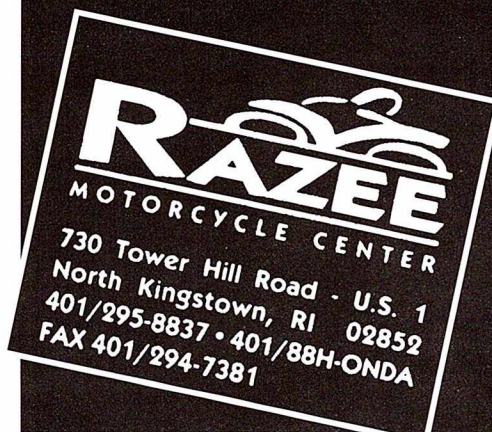


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Starvation Point

Round 200 of the GNCC Series

by Charlie Williams, photos by Racer X

Elizabeth, WV 6/18

This series just goes on and on. Two weeks ago I was back in West Virginia for another round of this series in Elkins. Another course like Elkins and I might have crossed WV off my places to ever ride a dirt bike again. Michigan is at the top of that list, with Oklahoma a distant second. I wasn't the only one grumbling about the last course, and I had rallied up a good-sized lynch mob if today's course was as bad. Lucky for Coombs and the rest of the Racer Productions crew, the Starvation Point race course was a real treat.

The track was only about 30 miles from the Ohio River in some very pretty country. Long rolling hills with large grass pastures linked the dense forest on the steeper parts of the hills. The large parking lot was filled with a good crowd, many racers, ESPN, and all the hoopla that goes on at one of these events. Flags, banners, an announcer rambling on and on.

"Hey Kid! Who's going to win?"

(voice of a small, scared child with a microphone stuck in his face)

"Scott."

"Which Scott, Summers or Plessinger?"

"Giovanni."

"Scott Giovanni? Who's he?"

"He's my dad."

"Giovanni? Isn't that Italian?"

"I guess."

"How come you got blonde hair?"

"I don't know."

"Do you have a milk man at home?"

"That's my mom, she wants me to go now."

"All right, now lets get ready for our autograph session, then the riders meeting, then you can buy your event T-shirts and patronize our concessionaires, we want to thank all of bla bla bla bla bla."

This mind-washing propaganda goes on, but I lock myself in the car with the air conditioner wide open.

Now, the old boy who is the official flag man of these events is a character himself. White pants with a black and white striped shirt and a handle bar mustache, he looks friendly enough, but as you ride by him lap after lap, he becomes more evil looking until by the time he is waving the white flag, he looks just like the devil himself. Has anyone else noticed this or is it just me?

So at the strike of 12:05 Satan starts flagging riders off. I start on the second row, I look over my shoulder and try to visualize just where in the pack of these guys will I finish. Three rows back? Five rows? Or is today my day for the ride out on the body board?

My bike fires on the third kick and I'm off. You see, I like to start out slow and taper off. The course was polished slick by the four-heads the day before, but with my new Pirelli tires I started picking off riders in my class. I finally got a glimpse of second place on a long switch back, but could not reel him in.

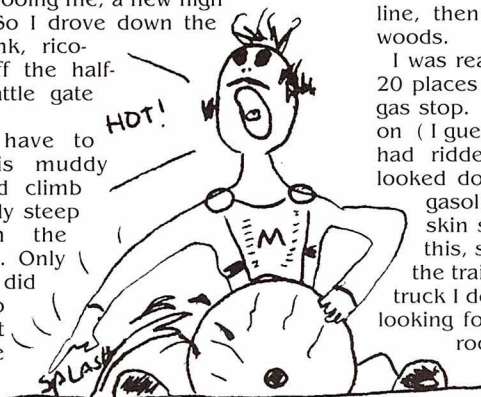
The course was cool, pretty fast open woods with some fast smooth two track to rest on. There were only three or four hills on the course that could potentially stop you, but there were two creek crossings that required finesse. At the first one you came flying across this open field headed at the woods and a crowd of people. I was behind about five riders, Cunningham, Shephard and Russell were part of the pack. We rode up to this crowd of people



Finally got to meet Tommy Norton. He makes that 125 haul buns, and it's a really small bike for these races.

and they started flagging us off this 15 foot bank to jump down in to the creek. Riders were dropping out of sight like something on a video game. Boobooboop. I must have been the first rider not to jump off because the crowd was booing me. That really made me feel good, I have to live with being ignored by spectators but now they are booing me, a new high in low. So I drove down the steep bank, ricocheted off the half-buried cattle gate and lived.

Now I have to cross this muddy creek and climb the equally steep bank on the other side. Only one time did I have to ghost-pilot my bike



That Cooper guy everybody's talking about. Hard guy to beat, for everybody in attendance.

over the top. Every lap the spectators pointed out different entry lines, like the first guy to endo is the last guy to use that line. Russian roulette. The second time we crossed the creek the banks were not as tall but the water was much deeper. One spectator got down in the water and directed traffic. The water looked like it was up to his chest but he was really on his knees, pretty funny looking.

Not half a mile from this mess was the pits and the motocross track. It seemed like a pretty nice track. The jumps were very big but landing friendly, except one. This one jump was very tall and steep but the scary part was that the other side was even steeper, and I free-fell even at my slow speed. There was a cool uphill jump at the finish line, then it was back into the hills and woods.

I was really riding well, only losing about 20 places per lap, when tragedy struck my gas stop. I forgot to put the gas cap back on (I guess I need to make a check list). I had ridden about half a mile before I looked down and saw I was covered with gasoline from the nipples down. My skin started burning as soon as I saw this, so I stopped and started retracing the trail looking for my cap. Back at the truck I doused myself with water and kept looking for my cap, I finally found it and rode on but the gas was still eating at my skin. I knew there was a



Duane Conner is another fast guy. He hauled his Yamaha to third overall at the Forest Festival GNCC.

creek coming up so that was my goal. When I got there the creek was all dried up except the two mud holes the bikes were splashing through. So I sat sown on the course in the mud puddle, and splashed my chest and belly with muddy water. Many riders rode by wondering just what in the hell I was doing. Joe Lojak is the only rider who intentionally tried to run over my feet, others seemed to keep their distance. Wearing that turban over my helmet must really make them curious.

Plessinger won with Andrews second and Cooper third. I do enjoy watching these guys get interviewed. Cooper was first, he told about how trying to pass a

lapped rider he failed to climb one of the technical hills, had to drag his bike back down and start over. Other than that he had a good ride, he was polite and gracious to everyone and congratulated the other riders, a very class act. Andrews was next, he seems to enjoy taking subtle jabs at his competitors. He kinda gives the impression he let Cooper catch and follow him and that he let Plessinger pass for the win. Plessinger is so cool, he is quiet but friendly, he is brimming with confidence but remembers all the work it's taken him to get where he is. This lets him stay humble. He said all the thank yous and congrats, then went on to talk about his renewed drive to win, he has started training harder and riding more. He said quite matter of factly he could ride faster than all these guys, he just needs to get his act together.

What I like about this is, that he can out-ride everyone else, and that he is not boasting, he's simply stating the facts. He won today didn't he? □

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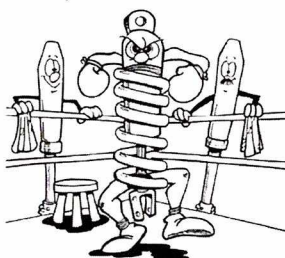
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GNCC Results

Forest Festival GNCC		Veteran A		3. Joseph Hamor		Yam
Class Results		1. Tim Shephard		Yam	4. Jeremy Berwanger	
Scott Summers	Hon	2. Terry Cunningham		Yam	5. Stacy Jones	
Overall Champion		3. Jeff Russell		Yam	Kaw	
Pro AA		4. Jeff Murgel		Yam	Four Stroke B	
1. Scott Summers	Hon	5. Michael Holbert		Kaw	1. Ron Campbell	
2. Fred Andrews	Yam	Senior A			2. Steve Stiller	
3. Duane Conner	Yam	1. Tom Webb		Suz	3. Joseph Lukaesko	
4. Tom Norton	Yam	2. Terry Mealer		Yam	4. Terry Meek	
5. Guy Cooper	Suz	3. Mickey Dorman		KTM	5. Stacey Clark	
Open A		4. Paul Michels		ATK	Veteran B	
1. Richard Bryan	KTM	5. Robin Miller		Yam	1. Adam Cadle	
2. Russ Cherry	Hbg	Super Senior			2. Jay DeRoche	
3. Michael Matoszkia	KTM	1. Harry Greenlee		Yam	3. David Molnar	
4. Charlie Williams	KTM	2. Joe Lojak		Yam	4. Andrew Wells	
5. Greg Holden	KTM	3. David Dehner		Yam	5. Brian Haney	
250 A		4. Dave Coombs		Yam	Senior B	
1. Brian Keegan	Yam	5. Don Harless		Yam	1. Michael Schwartz	
2. Craig Jones	Kaw	Open B			2. Frank Erbe	
3. Frank Keegan	Yam	1. John Grimm		Yam	3. Richard May	
4. Todd Morain	Yam	2. Norman Stout		Kaw	4. Gary Wassel	
5. Daryl Conner	Yam	3. Benjamin Smith		Hon	5. Robert Brendle	
200 A		4. Craig Goemmer		KTM	125-200 C	
1. Josh McLevy	Hon	5. William Kaufman		KTM	1. Terry Spencer	
2. Jeff Lauth	Kaw	250 B			2. Chad Jarvis	
3. Jim Jarrett	Yam	1. Mark Pahanish		Kaw	3. Damien Ozoskey	
4. Kelvin Hull	Yam	2. Darrius Lattea		Yam	4. Robert Jarrett	
5. Jason Haines	Kaw	3. John Shaffer		Yam	5. Rory Summers	
Four Stroke A		4. Chris Hicks		Kaw	250-Open C	
1. Barry Hawk	Suz	5. Scott Phillips		Yam	1. Mike Denison	
2. Mark Martin	Hon	200 B			2. Troy Wertz	
3. Ralph Thorn	Hon	1. Jason Rankin		Yam	3. Michael Douglas	
4. Don Bohn	KTM	2. Patrick Cumpston		Kaw	4. Mark Weiland	
					5. Jeff Gennoy	
					Hon	

Starvation Point GNCC		Senior A		5. Mich Postlewaite		Kaw
Scott Plessinger	KTM	1. Tom Meyers		KTM	Senior B	
Overall Champion		2. Charles Dailey		Hon	1. Frank Erbe	
Pro AA		3. Paul Michels		ATK	2. David Fiola	
1. Scott Plessinger	KTM	Super Senior			3. Richard May	
2. Fred Andrews	Yam	1. Joe Lojak		Yam	4. Dean Butler	
3. Guy Cooper	Suz	2. David Dehner		Yam	5. Robert Brendle	
4. Scott Summers	Hon	3. Duane Baumgras		KTM	125-200 C	
5. Duane Conner	Yam	4. Donald Rice		KTM	1. Terry Spencer	
Open A		Open B			2. Shawn Munger	
1. Richard Bryan	KTM	1. John Grimm		Yam	3. Rick McAtee	
2. Rodney Judson	Hon	2. Benjamin Smith		Hon	4. Chuck Kilkenny	
3. Charlie Williams	KTM	3. Norman Stout		Kaw	5. Jason Smith	
4. Greg Holden	KTM	4. William Kaufman		KTM	250-Open C	
5. Thomas Asher	ATK	5. Jeff Corra		KTM	1. Mark Yukevich	
250 A		250 B			2. Shawn Rogers	
1. Frank Kegan	Yam	1. Greg Gillian		Yam	3. Michael Hafer	
2. Craig Jones	Kaw	2. Mark Pahanish		Kaw	4. Mark Weiland	
3. Daryl Conner	Yam	3. John Shaffer		Yam	5. Ronald Stetz	
4. Brian Keegan	Yam	4. Jeremy Jarvis		Yam	Youth 85cc (7-11)	
5. Todd Morain	Yam	5. Craig Cieslik		Hon	1. Seth Patton	
200 A		200 B			2. Drew Eggleston	
1. Jim Jarrett	Yam	1. Jason Rankin		Yam	3. Ryan Berkfield	
2. Josh McLevy	Hon	2. Paul Chaney		Kaw	4. A. Schwanekamp	
3. Curtis Bardonner	Yam	3. Patrick Cumpston		Kaw	5. Cryst Williamson	
4. Ronald Johnson	Hon	4. Kevin Gnapp		Yam	Youth 85cc (12-15)	
5. Tommy Harris	Yam	5. Joseph Hamor		Yam	1. Steven Graves	
Four Stroke A		Four Stroke B			2. Charlie Paskins	
1. Barry Hawk	Suz	1. Steve Stiller		Hon	3. T.J. Sullivan	
2. Ralph Thorn	Hon	2. Ron Campbell		Kaw	4. Tom Meyers Jr.	
3. Don Bohn	KTM	3. Terry Meek		Suz	5. Jeff Eggleston	
4. Mark Martin	Hon	4. Tim Cole		Hon	Youth 100cc (12-15)	
Veteran A		5. Joseph Lukaesko		Hon	1. Justin Conkle	
1. Tim Shephard	Yam	Veteran B			2. Aaron Johns	
2. Terry Cunningham	Yam	1. Jay DeRoche		Yam	3. Derek Wertz	
3. Jeff Russell	Yam	2. David Molnar		Yam	4. Bonnie Hamrick	
4. Jeff Murgel	Yam	3. Dan Kendra		Yam		
5. Michael Holbert	Kaw	4. Theodore Zak		Yam		

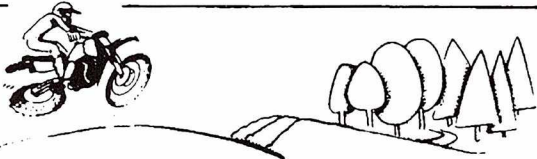
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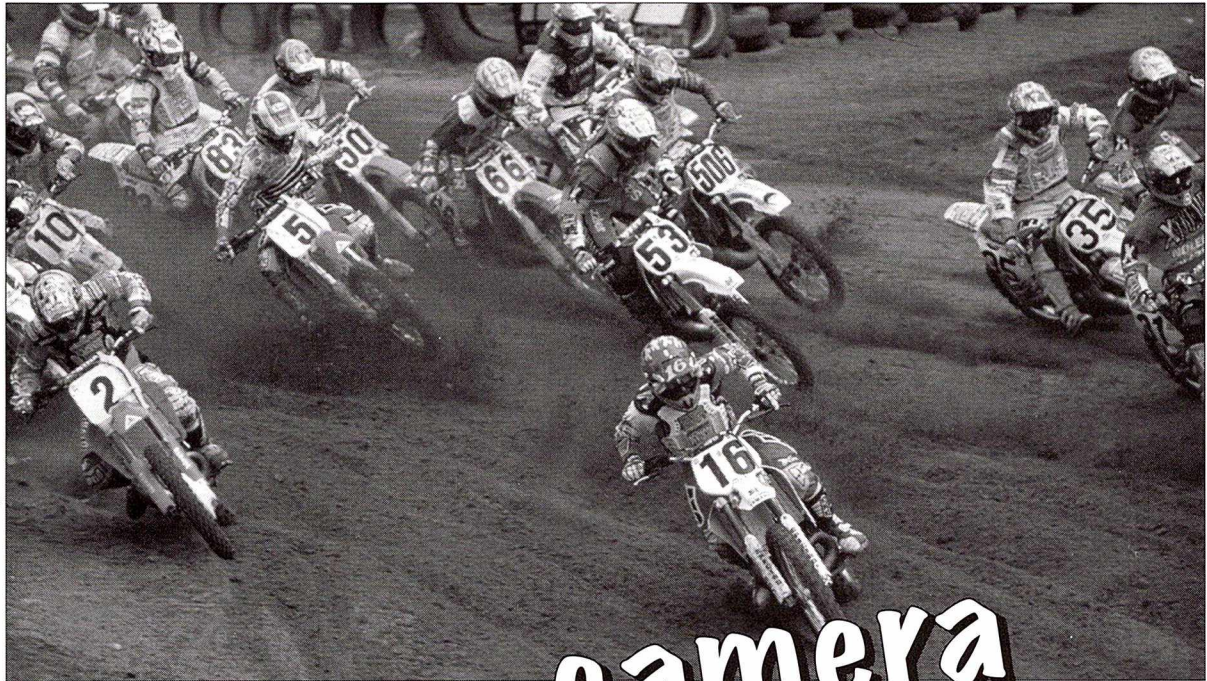
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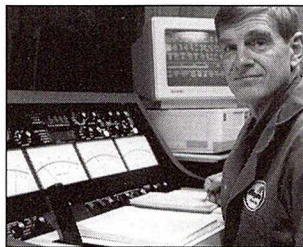


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Trail Rider TOOLBOX

by Mark Uth

Dealing with Dealers

Ordering parts can be the cause of major headaches. No doubt, anyone who performs even the most basic maintenance on their mount has some sort of horror story, and/or their own particular motorcycle dealer-related disaster. Lost orders, misplaced parts, lengthy delays are all a part of fixing your bike, no matter who or what you do business with. We'd be the first to admit that we've had our share as well, no names please. Rest assured, however, dealers would bemoan similar difficulties with strained customer relations and undoubtedly have their own slant to any parts ordering snafu. As with nearly everything, the two-way street analogy applies here. Many problems are customer spawned, and can well be prevented with a little forethought and planning prior to embarking on that repair project.

Common sense, and following a few simple guide lines, will help get the most out of your dealer or parts supplier. The first concession is that dealers do, in fact, have the right to make a living. Most are more than motivated these days to provide extra service and competitive prices as a result of stiff competition from large mail order houses. You're not likely to hammer home any great deals through hard line tactics. However, it still usually pays to shop around where possible, as different dealers often apply different markup schemes that can greatly affect end cost.

If you live in a region with many dealers within reasonable driving distance, this is a piece of cake. Simply call around to determine your best deal. When shopping around, be advised that some dealers will even order your parts for a model that they

don't usually service. Granted, you might not get the same knowledgeable service or expediency, but it still doesn't hurt to ask.

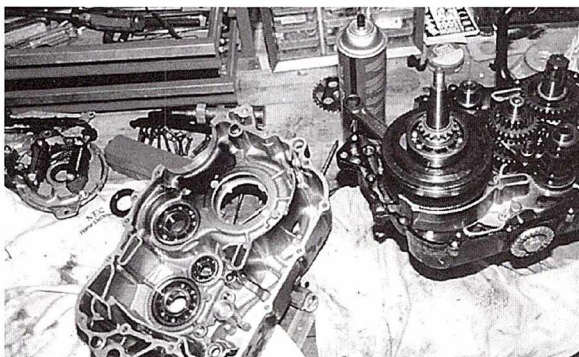
Many dealers offer different parts price breaks for repetitive customers. The most basic of these deals is some sort of price break for customers who actually purchase a bike. No doubt, this factor should be part of your purchasing decision. Additionally, many dealers offer a "racers" price discount of ten or fifteen percent for card-carrying AMA, NETRA, ECEA, SETRA, etc. members. An ECEA card costs nothing and can end up saving more than a couple of pints worth of beverage change. When you're visiting a dealer for the first time, make sure you ask if they offer such a discount.

The best way to ensure your parts order is handled properly is to come prepared when placing an order! Try to minimize problems

sky falls in around them.

Better dealers offer plenty of free advice when ordering parts. This is great if you're a novice mechanic or not up-to-date on all the latest applicable factory service bulletins of your model. Be sure to listen carefully or make notes, so you don't screw everything up and have to return to re-order the parts! The bottom line is, don't expect to the same assistance during rush times as you might get when things are slow, especially if you come unprepared and unenlightened.

When the order is finally ready to be placed, try to double check the written order slip if possible. This will ensure that nothing has been inadvertently left off the list and that all of the quantities are right. Most dealers would certainly welcome such a check, because they want the order correct and out the door just as much as you do! Some dealers have an on-line computer



hookup that allows them to check for the parts availability at the warehouse. If possible, run checks on all part numbers ordered to determine the validity and availability. One time I ordered a piston kit for a bike and returned two weeks later only to find out that it was discontinued. The individual kit parts were, however, still available, and I ended up ordering them at that time. If we had checked that first, it would have avoided the two week delay. Be advised that anytime you want parts quickly, the cost goes up

markedly as a result of shipping expenses the dealer passes on for single order express shipping. Nearly any parts can be had in a day or two—it really comes down to how bad you need them versus how much you're willing to pay.

Steer clear of situations that might strain yours or the dealer's patience. Unless you're personal friends with the owner, or perhaps related by blood, you're really treading on thin ice when asking for certain favors; i.e. borrowing tools, freebies, ridiculous discounts, staying after hours, etc. When problems do occur, and rest assured they will, keep a level head and work things through. With this approach you'll get the best response from dealer personnel and hopefully receive your parts as quickly as possible. □

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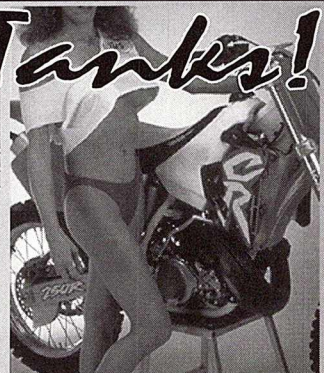


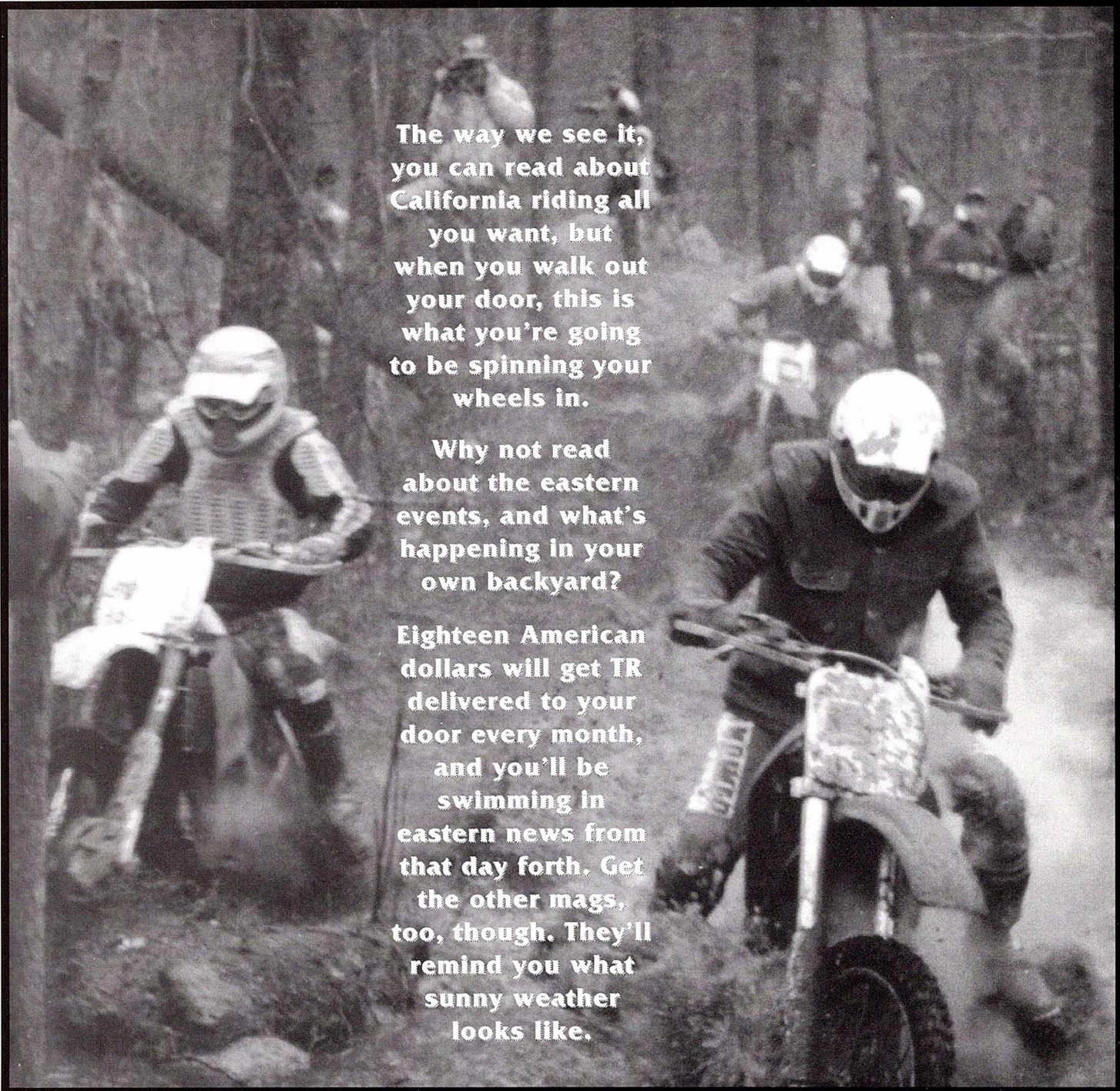
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**Trail
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MAGAZINE

Broad Mountain

Rain, river water, and some good old-fashioned enduro riding

by Mark Uth, photos by Jungle Dave

New Philadelphia, PA 5/28

Memorial Day weekend found ECEA competitors getting their first taste of what amounts to a plate full of rocky summer enduros, held in the highlands of eastern central Pennsylvania. Kicking off that streak was the twenty-second annual running of the Broad Mountain Enduro, hosted by the Reading Off-Road Riders. Starting from the village ball field in New Philadelphia, riders converged for what would turn out to be an old fashioned, no-holds-barred, grueling endurance test. Mother nature didn't make anything easier as the week preceding the event was sprinkled with persistent showers. Race day conditions included a heavy, wet morning overcast with temperatures hovering around 60° all day long. Rain showers were predicted for late afternoon and in fact delivered a little before two, making a tough final test section all the more harrowing. Not an event for the timid or light of heart.

Club trail boss and event referee Joe Young had laid out a seemingly short split-loop course through the classic PA rock lands. Actual mileage for the ride was 74.8 for the A/B course and 70.8 for the C loop. Although the mileage might have seemed a little on the light side, at least from the roll chart perspective, the trail in fact provided nearly unrelenting challenges with little opportunity for R&R on the way. Riders were to encounter plenty of mud, slime and

rooty creek crossings as well as several distinct types of rock obstacles during the ride. The obstacles included pits and piles of slate, shale, slabs of granite and basalt, slag piles and the infamous boulders of Robbie



M. Dean Spencer wrestles his Husky through a tight spot on the course. Spencer finished second A125.



Top Dog again was Jack Lafferty Jr., riding his Fairway Honda CR250. So far, Jack has the points lead in ECEA, something we're all getting used to!

Mohn's Rock Concert section.

As usual, riders left the start and were immediately baptized with the obligatory stream crossing out of the ball field. Timekeeping trail and road connectors ensued for the first five miles, right up until a check-in to the first points taking section of the day. A short four mile piece was run over and through second growth forest at an 18 MPH pace. Mucho greasy rocks and roots, wet from the heavy morning dew, had riders jonesing early on. We watched literally dozens of riders crashing across one particularly nasty spider web of roots and rocks.

A handful of top riders were able to zero this section while the rest of the field was clipped for points at the check-out. The club provided a short respite at the AM gas available, 36.4 route sheet (22.8 actual) miles out and the midday gas stop at roll chart mile 88.3 (31.9 actual) which provided a much needed 30 minute midday break. In between a pair of special tests took points from all riders.

After the gas stop, riders reset their odos to zero and began a short hop to a start control located a few miles out. Here the trail split as the C and specialty classes were granted an extended reset while A and B riders began a lengthy ordeal through the Rock Concert section. Abuse came in the form of greasy trail wound through huge rocks, with steep elevation changes and threatening

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Tim Shepps picks his way through the Reading rocks, which seemed much larger and harder this year. It was a tougher event than last year, for sure.

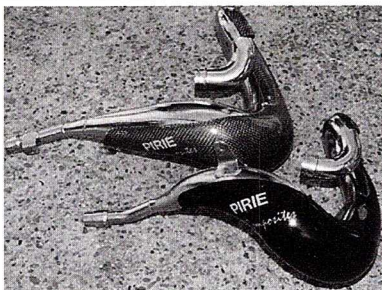
drop offs. To top it off, drizzle began in earnest about the time the first rows were in the thick of the carnage.

The upper classes were granted back to back checks through the section at which all riders dropped points, while C riders rejoined the fray at mile 9.8 and caught the final check-out only. A large reset located immediately before the PA 209 road crossing gave racers one breather before the final push to the known control. After the reset, the ride to the KC started with a couple of miles of free time, before the speed average was eventually bumped to 24 MPH. Again, most riders fell off the pace and as a result, all but a dozen or so top riders were tagged for points at race's end.

In the cool and wet afternoon, club officials saw that results were posted and finalized. As in the previous round (Ridge Run), Jack and Mike Lafferty emerged with identical cards, thirteen points down, at days end. However, this was Jack's day as he won the emergency points battle by a mere two seconds and was crowned Grand Champ. Mike posted second overall honors while Fred Hoess filled the third overall slot with a 14 point score.

Veteran class rider Jeff Kirchner distanced himself from the rest of the A class field, posting a 20 card aboard his KDX200, good for the High Point A trophy. Runner-ups to the HPA were a handful of 22 point scores turned in by Brian Russell, Tom Folkl, Todd Reder, and Dave Santi. B class action saw KX250 rider Tom Stifler drop 28 for the High Point B win via a two point margin of victory. Runner-up to the HPB was BER's Rob Kozacheson who posted 30 aboard his aging Katoom. The High Point C was earned by 250 class rider Ken Kober, who scored a 23 on the shortened C loop while Joe Galie posted another Masters Class victory.

The post race blotter revealed no troubles with the law, other regulatory authorities or



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THE FACE IN THE MIRROR

Searching for a good reason to ride a southern Ohio ISDE Qualifier

by Charlie Williams

McArthur, OH 5/28-29

On the drive to the event I noticed all the creeks and rivers are running full tilt...my mind wandered to how much fun it would be to canoe explore many of these rivers. Just ripping right along, hardly needing to paddle at all. Birds and fish abound. We get to see the undersides of several small burls; rope swings, garbage, junk cars, snakes, turtles, leeches and mosquitoes. Attuned with nature. Just as my topless Philippino mail order bride starts rubbing her own concoction of sun tan oil, bug repellent and euphoria cream all over my body, the highway rumble strips shake me awake. I steer back at the road. I look in the rear view for Johnny Law and my heart seizes. I let out a murderous scream. I'm not on a float trip at all, I'm going to a motorcycle race in southern Ohio, again.

Aaaaaahhhhhh!!!

(Read as a high pitched scream like the mad man finally meeting his tormentor, in the mirror.) I considered crashing into a bridge. I wadded up a five and two ones and tossed them out the window. I've been to



Charlie lost his camera, but here's an obligatory file photo anyhow. This is what Steve Hatch looked like the last time we saw him.

southern Ohio in the mud.

"Then just why in the hell are you going back?" asked the eyes in the mirror.

I say out loud "I want to go to Poland".

"Poland? You are overweight and under qualified, you are under-financed and over budget, you don't have a prayer in the world of representing the United States after your shenanigans last year. Turn this truck around, go home, cut the grass, write children's books, but for the mercy of God, don't drag your crippled old body around southern Ohio again!"

"But don't you understand? I have worked so many years building the skills to finally be able to play the game. I know I'm not good at it, but I want to be a player!"

"What you mean is, you're a slow learner and you have wasted most of your life riding your bike not quite fast enough."

"Yea, well you can look at it that way I guess, it kinda brings me down though. I feel disappointed and less than full." Sure, it will be an awful amount of work, preparation and money, but won't it be more fun to be a player? What a neat thing to do when I filled out my Letter of Intent. It wanted to know my pants and jacket size, it wanted to know what size team helmet I needed. Oh yeah, like Ed McMahon was going to show up at my door.

So I broke the mirror with an adjustable wrench, tossed it out the window along with two Craftsman Phillips-head screw drivers, snuffed out my cigarette by putting the fire up my nose, then squeezing with my thumb and fore finger until the ember had extinguished. I dipped my nicked and sliced fingers deep in the jalapeno pepper juice, rubbed them roughly over my eyes, poured some in my crotch, and drove on, into southern Ohio.

I got to impound about 50 minutes after closing. At first they were reluctant to let me sign up, but I explained to them I had 59 minutes and 59 seconds after closing to actually get checked in. They were looking for the rule book when I whipped out my passport and started reading the French writing on a 10 year old visa. Convinced with my air of confidence they started the sign-up process.

"That'll be \$75."

I start laying out little piles of ones.

"What are you going to do about tech inspection?"

"Oh gee mister, I don't know, I could beg."

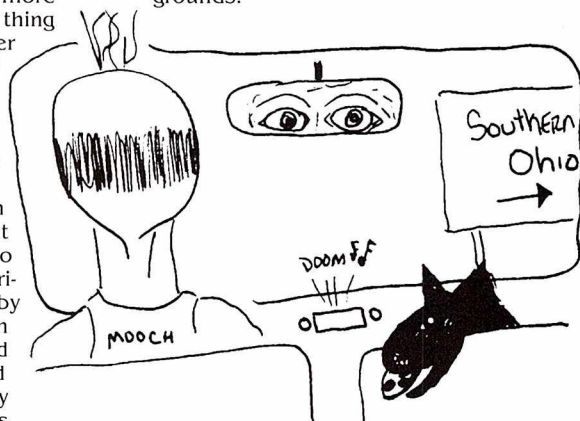
"Hey what's the deal with all the one's?"

"It's my girl friend, she's a waitress/entertainer. Hey, you're not a single guy are you? We could swap a little for tech."

"Hey watch yourself, free love hippie type, you're already on thin ice! And don't you ever come around here with that nine inch floating Rapalla hooked between your nipples again! Forget tech inspection, just get outta here!"

So I strutted out of the club house, unhooked the fishing lure from my boobs (I had filed the barbs off the hooks so it's really no big deal, it just looks cool). I pushed my uninspected bike into

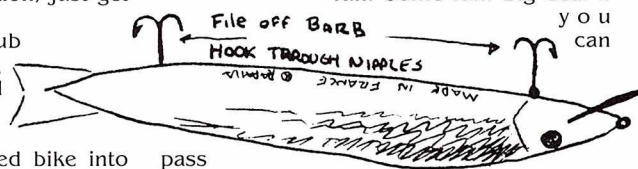
the closed impound area, pushed it up next to a couple of dual sport Suzukis, shook my knowledge-filled noggin and leaned my bike up against one of the DRS 350s. You do know that the DRS stands for "Don't Race, Stupid." Man, someone should tell these guys. Not me, of course. They are the only two bikes I may be able to beat. As I drive away, I hear the announcer say it was safe to let your children and pets out again because "Team Mooch has left the club grounds."



Saturday morning I push my bike up to the start line. Steve Hatch is going to be on my minute today. He offers a good luck hand shake as I say, "Steve, don't you remember me? My dog took a dump in front of your motel room in Texas, and you guys tracked it all over your truck and room, remember?"

"Oh yeah, I remember," he says.

Do you have any idea who the goofballs on the dual sport bikes were? Did I tell you they started one minute behind me? Do you have any idea how humiliating it is to be passed over and over again by two guys on dual sport bikes? It was Team Suzuki's Mark Hyde (you remember, 1985 or so, he was the National Hare Scrambles Champ?), and Guy Cooper (you know him too, the Hero of Dirt Rider magazine). Hyde was in the small bore four stroke class and Cooper represented Suzuki in the big bore four stroke class. I was running my bike beyond its ability, the frame was flexing, the motor was straining, if I pushed it any harder something would fail. Then I hear the sound of one of those beepy little Jap bike horns. Beeeep, beeeeeeep! One of the dual sport guys wants to pass. They finish with a turn signal back into my lane. This wasn't even a special test, they were just passing me for fun. Some fun. Big deal if



me. I'm nobody, the reflection in my coffee cup said so.

Wow, am I slow. I mean slow like a knee heals. Slow like time passes in jail. Slow like what the snail said on the turtle's back: "Weeeeeee!"

The first day ended pretty easily for a southern Ohio ride. Sure I was whipped, soaking wet, prune, white, soft and overweight (All this skin and I'm already having to overlap tattoos). The most striking thing was I smelled like a sewer. Each of the mud holes in southern O have a very different and distinct odor, some of them really get repulsive and if you splash through a bad one, you will splash through the next five trying to wash the putrid stench off.

I made the extra effort to carry my camera and take pictures of the days' events to show you here in the magazine, but it was to no avail. I wound up losing my fanny pack on Sunday, so I have had to draw these silly little pictures of unrelated things because I can't draw real things well enough.

I spent the rest of Saturday evening shopping around Chillicothe looking for good trail food. It needed to be inexpensive, tasty, wholesome and filling. It must be able to float in tepid cooler water for hours and not lose its appeal after lying in the sun and dust, too. And it needs to be in an easy-opening package. I've already tried spaghetti in a tube and aerosol meat loaf. Not really very good. One day out on the trail I asked Jeff Fredette what he ate during the day. "Nothing, but you've got a much bigger machine to run! Hey, doesn't your chest protector cut in to your throat when it sits on top of your belly like that?"

"Thanks a lot, das juf wa I neea, mar ass!" (Any more, I pre-cut my power bars into smaller pieces, coat them with Vaseline, and just take them like large, slippery, berry-flavored pills. The Vaseline also keeps your teeth slick so your lips don't stick and this makes for better smiling.)

Sunday morning came way too early, 4:00 A.M. my time. The window of the Mission was being pelted with large wind-driven rain drops, lightning, and baritone thunder. It's not like a motocross track where it could have a window of clear weather over the 1.3 acre moto park facility. I drove by arrows 15 miles west of the Parc Ferme. Took pictures of Cooper and Hyde at the Buckeye Furnace (a 1800s log structure, five stories tall that housed some kind of big old furnace I guess. There wouldn't be a cold Buckeye in the Wayne State Forest when this thing was fired up). Any how, it is 30 road miles, south of the Parc Ferme. What I'm trying to get at is, if it rains in southern O, well you are going to ride in it at some time, if not all the time. Another thing happened: The mad man in the mirror? He really gets active when it rains in southern O. He first showed up in the polished stainless steel reflecting device supplied by the State to the facility. As I stood there wiping my teeth off with a wad of toilet tissue, the reflection stared at me with those unbelieving eyes.

"You're not really going back, are you?"

"Uh Huh." I smeared Vaseline on my dry teeth and gums.

Then again in the glass between me and the Nun as she returned my belongings.

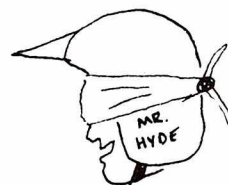
"Good morning, Sister Webb! Charlie Williams here to retrieve belongings, basket number 26, your Overtly Devoted One."

"Mr. Williams, I must talk to you. Frankly

some of your belongings I had to have thrown out, because they were either illegal or too filthy to be cleansed. Your jewelry was a health hazard, so I soaked it in alcohol overnight. Sir, hepatitis is a real and serious threat! And that blue thing! I don't know what it is or what it's for, but if God had wanted us to have things shaped like that, he would have provided. You must give up, you're evil."

As she goes on about my behavior, I catch my reflection in the glass between us. Her mouth moves but the words I hear come from the reflection.

"She's right you know. An advanced case, of course, but she speaks the truth. This self destruction, enduro trail thing you are on is sick. All the other pain you cause yourself is to pass the time between the pain and



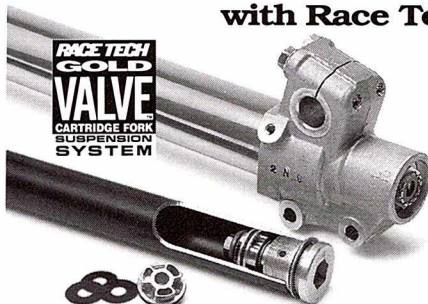
OK. Blinds Folds
AND A STREET
BIKE, THAT
SHOULD MAKE
IT EVEN, OH!

AND A HEAD
START, I'm Ready
TO RACE Williams
Now!

enduro gives
you. You should really
try."

I bit down on the ball of tin foil I had hidden in my mouth and they both went away. The Nun pushed the basket through it's portal and I gathered my stuff: A milk jug with water in it. (almost half full). A lot of little pieces of paper and a bag of wax lips. I had left the good stuff in a locker back at the bus station.

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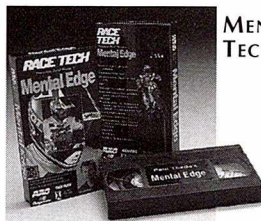


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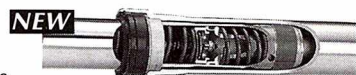
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Sunday morning back at the Parc Ferme, it rained hard. I had to sit in my truck fully dressed, passing the last few minutes before my row left. My goggles fogged on the walk over to the start area. It is going to be a very, very long day. Between direct rainfall, water splashed up by the bike, water on leaves drooping over the trail, boiling radiator mist and nasal drip, bad goggles were the icing on the cake of an already sadistic day. Rain-X, fog cloth, Roll Offs, tear offs, the only hope was my Team Mooch Goggle Squeegee. I used it constantly, it really saved my day! Once the goggle lens

became muddy and water splashed, two swipes with the squeegee and my goggles were acceptable. This should be the edge I need over the dual sport guys behind me.

No such luck. Hyde passed me near the end of a trail section, no big deal except when we got to the checkpoint at the end of the section I saw his goggles and he was completely fogged over. Mark wears glasses, they were fogged solid too. He could not see. He admitted to cueing off my exhaust noise for a while, but he passed me and



Another file photo. This is Charlie's good buddy, ISDE lifetime hero Jeff Fredette.

rode on instruments alone. He is capable of riding beyond the capacity of the brain's ability to compute what it sees. He pushes the envelope to the point he's outside asking, "What envelope?"

I know you think I'm making this up, but I swear on a stack of tie dye shirts, it is the truth. He can out-ride me blind folded, on a street bike with a minute to make up. I wouldn't bring it up if I didn't feel it was absolutely amazing. The blind-fold part, that is. Hell, anybody can beat me. My stepdad did 'till my dog ate him, ten ounces a day.

Near the end of the trail were three big hills. They had been difficult the day before, but in the rain the hills stopped many riders. I was very lucky to make them at the first attempt

because, like so many other riders, I would not have had the energy to struggle with the hills very much. Thank you, southern Ohio hill god. I did drop a trail point in this difficult section, with my pitiful special test scores. I back-slid into a bronze medal; not by much though.

"You need to ride the final

moto. You have a chance of improving your score," said the pretty girl at score keeping.

"Honestly, I can do better by not getting back on the machine. You've never seen me ride motocross."

"Look, you came to ride, it's only five laps on a little track."

"But I'm tired."

"Now, now, now, quit your crying. It'll be all right, you don't have to ride if you don't want to."

"Really?" I said, perking back up.

"Yes, calm down now. You don't have to ride the final moto. Now you do know ESPN is here and you could be on TV."

"TV?"

"You could be the new 'Agony of Defeat' guy."

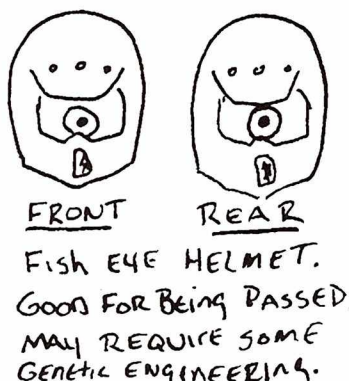
"TV?"

"There you go, TV, TV, TV."

"I want to ride on TV!"

I lined up right next to Rodney Smith. When the gate dropped I stepped on his foot, he could not move.

The pack raced ahead, mud flew everywhere. I watched Fredette try to draw the foul. He over reacted, swerved off the course and rode by two big jumps. He got to pass a bunch of guys though. I wound up finishing next to last with the help of my Team Mooch Fish Eye helmet. By always being able to see what the rider behind you is doing, he has little hope of passing



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The best part of the motocross was watching the dual sport guys dominate their moto. Cooper was doing a 55-foot table top jump on the DRS. He had to flick it over to clear the furthest lip then hoss the pig back on it's wheels before crashing. Then he did it with one foot and then with the horn beeping. Hyde got second place with Davide Trolli close behind, maybe a victim of Hyde's super vision and line blocking. Still, Hyde had to get the lead somehow on a 350 over Trolli's 600, not to mention the rest of the 20 highly skilled riders who made up this moto.

Up-to-the-decade electronic scoring got trophies out before dark. Rodney Smith won over Steve Hatch by one second. Randy Hawkins won his class and both Hyde



Cooper table-topping the DRS.

and Cooper won their classes. Suzuki sure dominated this event, a regular Su-circus.

I did something really stupid on the way home. I was very tired and I was driving into the sun. I had been driving about 20 minutes when out of the corner of my eye, trail arrows turned left into the swamp. It must have been some kind of trained behavior. I pulled on the emergency brake and threw the rear end sideways, down-shifted and popped the clutch. The little truck lurched forward off the road and sunk in black water before I realized what was going on. My stomach, already pressed against the steering wheel, was pushed beyond its natural limits. It reacted like a air bag emptying its contents on the wind shield, softening the impact of my face. I rolled back in my seat and dangled my head out the window, still sick. In the dark waters I see the reflection again. It has a different tone this time though, it says:

"Hey, that was pretty cool."

"What, me wrecking the truck or throwing up an unchewed hot dog?"

"No, the race, I kinda see your point now. That long downhill when you were following Hatch, over his shoulder you could see Fredette, and behind you, all time hero Mark Hyde and present super star Guy Cooper (There's an oxymoron: "superstar woods racer"). That was pretty neat to get to ride along behind such famous, talented riders; almost an honor."

"Or like when we road-raced to the grass track. I know they wanted to pass me, so I wouldn't be in their way, but it was still super double-A cool," I said to the reflection.

"Yea, just getting to be a card in the deck of life. I ain't a trump or an ace or even a face card for that matter."

"Yeah, but you're a player, baby!"

Like Pee-Wee Herman said, "I don't have to see the movie, I lived it." □

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ENDURO

September 17, 1995

PRESENTED BY: VALLEY FORGE TRAIL RIDERS



Key Time 8:00 A.M.

CLOCK AROUND THE ROCKS



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From Southwest: Take Route 81 North to Route 61. Take 61 North into Frackville. Take 924 North to Brandonville.

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☐ AA

☐ A

☐ B

☐ C

☐ WOMEN

☐ VET (30 YEARS+)

☐ SENIOR (40 YRS+)

☐ SUPER SENIOR (50+)

☐ 4-STROKE

☐ VINTAGE

☐ MASTER (60+)

UNDER AGE 18: All participants under 18 years of age must have parents or guardians notarized consent!

Mountain Magic

Great riding and good charity for the Cystic Fibrosis Foundation

by Sidney Dickson

Loudon, NH 6/11

Can trail riding get any better than it has been this weekend, at the 1995 Classic Charity Trail Ride? Two hundred and twenty-seven riders came to find out what kind of a ride the Merrimack Valley Trail Riders had in store.

The two-day ride was divided into two categories, Dual Sport and Trail Ride, with separate markings for each division, although sometimes the trails would coalesce. Two hundred miles of trail were available to dual sport and three hundred for trail riders. Trail layout consisted of two large intersecting loops. Something like a figure eight with side loops, some of which were billed as "hero" sections.

My group of four riders from Delaware and Maryland consisted of Stewart Crouch (A Vet. rider), Sales Manager of Diamond Motor Sports; Doug Bane, recently retired, aged and wealthy mechanic; Danny Sheets and myself.

The ride got off to a good start at sign-up as each entrant was given a supply of Golden Spectro Oil. After tech inspection the four of us set out on the central loop using the red route sheet, following the red arrows. The weather was perfect, 70 degrees and partly sunny—ride hard, sweat little. Between the four of us, we felt we had the machinery to tackle whatever Wolfman (Tucker, of the Merrimack Valley Trail Riders) and his band of loonies could throw at us. The first section, 100 yards from the speedway, was flat with angular rocks the size of footlockers scattered about. "A" rider Stewart zoomed right over it on his Honda CR while ole Doug, on his 1972 Triumph Twin chugged peacefully through without rising from the seat. Young Danny, astride his green KX bounced through okay as I brought up the rear trying not to stall my XR600 which was, somehow, still geared for Pikes Peak.

The trails were a mix of forest road, tight new woods trails, and a number of wonderful Jeep roads with long, rough rock climbs. Previous rains had left most surfaces tacky and dust free. Puddles and mud holes for those who like a splash were in abundance, with only a little deeply-grooved obnoxious marsh to be ridden. We found no "stoppers" on the first day, but passed a few riders who had paused to rest.

Those on standard dual sport tires were at a disadvantage in some sections arrowed for both dual sport and trail riders. Stew and I were riding on DOT-approved Michelin

Enduro Comp III's and were never at a loss for traction. The trails were so fresh and undisturbed that in places only the arrows marked the trail. Some sections were dense with light leafy non prickly face slappers. We rode about 150 miles the first day. Spotted several ponytails along the way and went to the banquet delirious with the delight of a perfect off-pavement day.

The banquet at the Checkered Flag Restaurant was old fashioned chicken for \$15. While the food was good, the crowd got more than its money's worth from the first two speakers. Legendary desert



Jay McGrath of Spectro, Lisa Tokatliah of CFF, and Bruce Ogilvie of American Honda ham it up for the camera.

racer/Honda product evaluator Bruce Ogilvie spoke briefly from the standpoint of a very successful hard core racer who had rediscovered the joy of motorcycling at trail rides such as this. Bruce then fielded many questions concerning Honda motorcycles. Most interesting to me was the elusive Honda XR400 which has been rumored for about a decade. Bruce said he had been testing lots of things but nothing good could be reported. We all know this new model must be due any day now, but he didn't let on. Other forms of motive power were also explored, though Bruce absolutely, flatly denied rumors of a solar powered woods bike in Honda's future.

Next came all time great John Penton, who 35 years ago set a record of 52 hours and 11 minutes New York to Los Angeles on a BMW. Ads in 1961 hailed this as a "Testimonial to a Superb Rider and to World Famous BMW Reliability and Performance." John was responsible for the assembly and importation of Penton enduro bikes and the birth of KTM. Though his new plastic knees keep him off bikes, he's still on the road busy delivering his Hi Point trailers.



Doug Bane rode the event on a 1972 Triumph he's had since it was new. At one time, a Triumph was the preferred mount in New England.



The trails in Bear Brook state park are beyond compare; easy and smooth riding.

He is yet lively, long winded, entertaining and instructive, down to the last gasp as he ties up loose ends of stories partly told but interrupted as he injects one fascinating anecdote in the midst of a tale unwinding. It makes you wish you brought your tape recorder. The night should have been end-



The author stops for a rest in Bear Brook, and ruminates on his ability to stretch the chain on an XR like chewing gum. A little bit of rain made everything wet and kept the riders cool on Sunday.

less but the kitchen help and the custodian were becoming restless and poised for blastoff.

I was scheduled, sort of as an emergency speaker. I jumped to my feet and blurted a few details of my 1995 American Earthen Trails Project: working out an off pavement route from the Gulf of Mexico to the Canadian border along the Appalachian Mountains, maybe beyond—news release to follow. I intend to start riding the route in September. In the audience of this delightful evening were the likes of legendary critics as Sherm Cooper, Dick Ambrosia, and Jack Lehto. Also present at the ceremony from Pilgrim Sands were the balding silver-locked Bobbsey twins, one of whom was clever enough to ask if I was the long lost

illegitimate son of Ed Hertfelder. I have long suspected this, since DNA evidence proved my genetic predilection for the "slows" though I've been passed countless times by many riders slower if not balder than papa Ed.

Sunday's morning ride offered a new option to the south of Saturday's layout. It was billed as easy—the green loop—through Bear Brook Park. Doug was eager to ride this especially beautiful section on his Triumph, and I decided to join him after one of the organizers stopped by our truck just before the start and described the diabolic devices he had installed on the "Classic Loop." Stew and Danny decided to accept the challenge as Doug and I burbled off for an absolutely glorious hundred miles of riding through the park over pristine trails, some of which were open just for us. Sometimes the forest was open, sometimes tight. There was a little sand, a short stretch of whoops, some unsullied deep mud holes, and some super water crossings, only one of which threatened to drown Doug's antique English ignition. At mid-morning, while we were deep in the woods, a light rain fell for an hour or so wetting the face slappers which closed the trail to view in the tight stuff. There were definitely places where I was glad I wasn't

two-up with dual sport tires.

Back at the awards presentation, 5:00 PM at the raceway, there were no complaints. It was there I discovered that the ponytails were connected to three girls so gorgeous, I couldn't believe they knew how to ride a motorcycle. They were eager to report that they enjoyed the most technical sections best of all and were enthusiastic to confront "stoppers." Stew and Danny had spent their day doing just that, covering but 37 miles.

At awards presentation the charity aspect of the ride came into full focus. Part of the ride's objective was to collect money for the Cystic Fibrosis Foundation. Here again, magic was in evidence. Honda dealers, both local and from a distance, collaborated and pooled their contributions, which totaled a very impressive ten thousand dollars. Contributions included money contributed by the 227 participants, bringing total donations to the Cystic Fibrosis Foundation to over \$25,000. An extremely impressive total. Kim Honeycutt of Nashua, New Hampshire, was the lucky rider winning a brand new Honda XR250, donated by the Honda Motor Company and autographed by Bruce Ogilvie.

Our fourteen hour ride home was made sweet and easy by reminiscing this extraordinary weekend.

One more thing . . .

Ed—we know you're out there. Ma says as of August 30 this year, you'll be 57 years in arrears on your child support. Come clean, cough up. She says she'll let me have a little of it to buy one of those super light, sweet-handling, ultra powerful Honda 400XRs that we've all been dreaming about. The magic goes on. □

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FEE: \$45 for entire event, \$30 for one day (be sure to specify if you are riding Sat or Sun).

PASSENGERS: \$20 for both days or \$10 for one day.

WE EXPECT THE EVENT TO SELL OUT EARLY, CALL BOB @ (703) 339-5131 FOR ENTRY INFORMATION OR MAIL YOUR CHECK WITH NAME, ADDRESS, PHONE NUMBER, AMA NUMBER WITH EXPIRATION DATE, PASSENGER NAME(IF APPROPRIATE) AND IF YOU ARE CAMPING TO:
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KEY TIME 8:00AM.

ENTRY FEES: Pre-entry \$30. Post entry \$35. Make checks payable to O.C.C.R. Mail entries to OCCR c/o P. Hodges, 212 Cedar St, Lakehurst, NJ 08733. ALL participants are required to sign a Release and Waiver of Liability statement at the event.

STARTING POSITION: Drawing on September 14, 1995. A & B rider entries attached to C rider entries will be drawn with the C riders. Confirmation of starting number and other information will be mailed following the drawing. **NO PHONE**

ENTRIES ACCEPTED!

REQUIREMENTS: YOU MUST BE 18 YEARS OLD TO RIDE THIS EVENT, NO "IFS", "ANDS" OR "BUTS"!!!! ALL ENTRANTS MUST HAVE A VALID MOTORCYCLE LICENSE, A REGISTRATION AND AN INSURANCE CARD. All machines must have a proper license plate and a firmly attached spark arrester. All entrants must hold a valid AMA card and an ECEA license. An ECEA license may be obtained the day before the event only by passing a written test. AMA "A" card holders will be issued an ECEA license without testing. NETRA and other association riders will be issued a license comparable to their current enduro license or card. New riders should check "C" class on the entry.

THE STATE POLICE AND FOREST RANGERS WILL BE PRESENT AT THIS EVENT. NO ONE UNDER 18 YEARS OLD WILL BE ALLOWED TO ENTER AS PER NJ STATE REGULATIONS. ALL documentation will be checked at sign up BEFORE you are given your rider packet. You are responsible to allow yourself enough time to get to the start.

SIGN UP: Will be open Saturday from 2:00pm until 8:00pm and at 6:00am on Sunday

FOOD: Will be provided by Cub Scout Pack Ten. **GAS:** Will be back at start.

CAMPING/LODGING: Free camping at start on Saturday night. Register at sign-up before setting up camp. **ABSOLUTELY NO ALCOHOLIC BEVERAGES.** Dogs must be leashed at all times. The following motels are in the general area:

Econo Lodge - Route 37, Lakehurst 908-657-7100 Best Western - Route 70, Lakewood 908-367-0900

Beat Western - Route 70, Cherry Hill 609-665-1100

CLASSES: We will offer **dual sport** and **vintage classes**. Preferential starting positions will be given to these classes and masters and women.

INFORMATION: Call Scott 609) 971-8406 (7-9 pm) or Perry at 908-657-4697

DIRECTIONS: From Garden State Parkway Southbound- Take exit #88, follow Route 70 West to Route 72. Take Rt. 72 to mile marker 3 and make left turn into forest. From Garden State Parkway Northbound- Take exit #63. Follow Route 72 West to mile marker 3 and make right turn into forest. From NJ Turnpike- Take exit #4. Take Route 73 to Marlton. Take Route 70 East to Route 72. Follow Rt. 72 to mile marker 3 and make left turn into forest.

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☐ 4 STROKE (A,B,C) ☐ VETERAN (30+, A,B,C)
☐ SENIOR (40+ A,B) ☐ SUPER SENIOR (50+ A,B)

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I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence

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The Long-Awaited HONDA XR400R

The rumors are finally true, and the line forms to the left

Baldwin, MI 7/12

How long has it been since the rumors started flying about Honda's new XR400, or 350, or 385? It seems like at least five years, or ever since Suzuki introduced the DR350. Late every summer the news would flash up like a wildfire in the woods: Honda was ready to introduce the New XR; Secret test riders were seen riding the bike in west Texas. Every year, the same time each year, it was always the same, and the rumors got more and more fantastic as the years piled up.

It was all nonsense, of course. Sure, Honda was working on an XR400, but they had a long row to hoe with the new bike. First, they wanted to make sure that it wasn't at all confused with the original XR350, a dismal failure of a machine that was plagued with a number of design flaws; a bike they would really prefer to never think about again (some people love the XR350, and the single carb versions are much sought after in some circles, but generally the bike is regarded as one of Honda's few failures). Second, in order to distance the bike from the XR350 and its many problems, Honda engineers were going to have to build an entirely new machine, which was going to take some time. Third, the new machine had to be right, no matter what. There would be no mistakes this time, no matter how long it took.

Well, all good rumor mills eventually have to come to an end, and this is it for the XR400. It is here, Honda did their homework, and it is right. True, it might not be what you expected, but if you're a four-stroke rider you're not going to be able to help looking at the XR400. This bike is going to make waves in the next couple of years.

New Energy

When you first look at the XR400, you might register a little bit of disappointment. Why? Because it looks exactly like an XR, and nothing more. The engine is not liquid-cooled, which at least a dozen of the rumors reported otherwise. It also looks very similar to any of the other Honda four-stroke motors, but then again, all thumpers are starting to look the same anyhow. In actuality, the XR400 engine is brand-new, an ultra-compact dry-sump design that is much narrower than either the XR250 or the XR600, and smaller in overall profile than the XR600. It's a 397cc mill with Honda's Radial Four Valve Combustion "hemi" head, and the total weight of the engine is 84.2 pounds, just 10 pounds heavier than the XR250.

"Dry sump" means the oil is carried in the frame, rather than the bottom end (makes the engine smaller, top to bottom), and Honda has gone to great lengths to make

sure this bike doesn't overheat like the old 350. The oil is pumped up out of the bottom end, through an oil cooler on the front of the steering head, and then into the frame backbone and downtube, where it eventually works its way down to the engine again. The oil capacity is a thirsty 2.3 quarts, which is a pint more than the 250.

We applauded the lack of liquid-cooling for its simplicity and dependability, but went ahead and asked Bruce Ogilvie of American Honda the obvious question, just for the record. "We considered liquid cooling, but it just didn't make sense," he told us. "From the beginning, the XR was a bike that would get you there, and get you home again, no matter what. Liquid cooling adds a lot of weight and complexity, and it's hard to get home with a stick through your radiator."

The engine uses a 36mm Keihin carb with a push-pull throttle and an automatic decompressor on the kicker. Honda claims that the XR400 uses higher kickstart gearing to spin the crank faster when kicking, and it indeed seems to be true. The bike seems to get better than two revolutions of the crank when you stroke it through, and starting is mighty easy. Also the gear shift mechanism is a new design for Honda XRs, and we'll admit that we never even noticed the shifter, which is saying a lot.

The clutch is accessible through a CR-type clutch cover that will

make it simple to service that side of the engine. It should hardly need it, with all the oil the bike carries. The exhaust system is also quite new, with stainless steel pipes and a new silencer/resonator assembly on the rear. It looks fairly light, and uses a screen-type spark arrestor.

Legs and Body



TR cover boy Jerry Bernardo waves a wheel just hours before kissing a tree bigtime. It wasn't terminal, but he stopped doing wheelies after that.



Everything is new on the XR, and the suspension on both ends shows great potential so far.



The chassis, of course, is brand new, and if you expect this bike to feel like an XR 250, forget it. Neither does it feel like an XR600. The XR400's wheelbase is 56.1 inches, one inch longer than the 250, and the fork rake is 25 degrees, 15 minutes, compared to the XR250's rake of 24 degrees, 54 minutes. The trail measurement on the 400 is 94mm, compared to 92mm on the 250.

Suspension parts include a set of "conventional" female-slider forks with 18-position compression damping adjustment, and 12-position rebound adjustment. The fork delivers 11 inches of wheel travel, and uses 43mm chrome tubes. The rear end is a Showa shock hooked to Honda's Pro-Link linkage, with 16 compression and rebound damping adjustments. The rear wheel trav-

els on an aluminum box-section swingarm that uses the rear engine mount as a pivot. There is 11.8 inches of rear wheel travel.

The end result is a bike that feels taller and longer than the XR250, and possibly quicker handling as well. It feels somewhat shorter than the XR600, and the suspension feels a lot more sophisticated. The whole package is sure-footed and responsive, and Honda is going to want to incorporate all this chassis and suspension technology on the rest of the XR line eventually. As it sits, the XR400 is different enough to feel head and shoulders above its two siblings.

Many little things are different on the chassis, and all improvements on the old XR. Coolest thing is the new airbox lid, that drops down on a hinge and stays in place, making buttoning it up a no brainer. On the old machines if the airbox cover got tweaked a little it was all you could do to line up the cover correctly. The headlight/number plate is also different. Now its a two-piece design, so when you mash your front end against a tree you might not have to replace both parts. The seat is slimmer and so is the tank, and this is probably the skinniest XR yet (with the possible exception of the XR200). Brakes are both fine Nissin hydraulic units, and the XR400 is coming stock with Dunlop 490 front tires and K695 rears.

And the number that everyone is waiting to hear: 256.8 pounds. That's what Honda claims as a dry weight figure. Add to that 15 pounds for a full tank of gas, plus four or five pounds of oil, and you're sitting at 276 pounds soaking wet, on the starting line. That's a good light weight for an Open class four-stroke, and it feels light when you're riding it.

Riding It

And the question is, "How does it work?" What would you expect? Honda has taken everything they ever learned about the XR series of motorcycles and spent four or five years applying all this to a single model. Honda invited all members of the press to an introduction in the wilds of Michigan in mid-July, and after one day in

the saddle we were ready to put one in the Trail Rider garage.

The XR400 is an easy starter, with the usual four-stroke requirements: keep your hand off the throttle, choke when cold, just push the kickstarter down. The bike fires up and rumbles, and sounds, well, just like an XR. The new exhaust system has an official-sounding growl at idle, intensified by the fact that we were riding the machines without the baffles installed in the pipes. With the baffles, the XR400 would probably be a little quieter, and we'll bet that it loses a little bit of torque.

The powerband is nothing to complain about. Good strong torque at low revs builds seamlessly to peak output at about 7500 rpm. The bike pulls hard and solid, although noticeably lacking the violence of an XR600. You really can't say much about a four-stroke powerband—it either has it, or it doesn't. The XR400 has it, no problem. This is the kind of power XR250 owners lie awake at night and dream about.

The new shifting mechanism was worth all the hard work, because shifting gears is nearly flawless on this bike. You can hardly feel the lever, and the throw required to change cogs was just long enough to get the job done, without being too long. Adding to the ease, clutch action was light and smooth.

Our guess is that most everyone who rides the XR400 is going to like the stock gearing, but it's possible that you might want it geared a little lower for really tight riding. We'd like to be able to spend a few months experimenting with gearing and suspension settings, but there's only so much you can do in a short day's ride. Since we rode it in the woods of Michigan this is strictly an eastern test, but we'll still try to get one here long-term, if we can (we just want to ride it!).

The combination of the suspension action and chassis is, like we said, an XR250 rider's dream. The suspension especially feels very sophisticated, with plenty of adjustability to accommodate. We ran the bike with all the clickers on their stock settings, and with the rear sag set at 100mm, and just plain enjoyed ourselves. We started out with the rebound damping on the rear end set one click stiffer than stock, and could really feel the difference (it was too much for conditions). When this suspension gets broken in, oil changed and massaged to the right settings (like we said, there's room in the garage...) we doubt all but the most demanding racers will have anything to complain about.

Handling was precise and very predictable, even though the Dunlop 490 front was a little out of its element in the Michigan sand. New England riders will appreciate the 490, however, for its tenacity in wet rocks. The 695 rear is not such an all-around great choice for the northeast, being more at home in dry hardpack, but it



We were going to leave this rider unidentified until we noticed he had his fanny bag on upside down. Thoughtfully keeping his foot out of the way of the engine is Jimmy Lewis, a.k.a. The Vanilla Hendrix. He does a nice job of hopping logs, but really needs someone to dress him.



The 400 just looks like another XR, and nothing more, although we like the new color scheme for '96. Plain as it may be, that's an excellent four-stroke engine, and the frame and suspension is top-notch. This'll be a hot bike for '96.

SPECIFICATIONS

Honda XR400R

Engine Type:	Air-cooled 4-stroke
Displacement:	397cc
Bore/Stroke:	85 X 70mm
Transmission:	Five-speed
Gearing:	15/45
Chain:	O-ring
Tank Capacity:	9.5 liters (2.5 gal.)
Carburetion:	Keihin 36 piston valve
Ignition:	CDI 74w lighting
Forks:	43mm Showa, adj. C/R

Fork Travel:	280mm
Front Brake:	Nissin hydraulic disc
Front Tire:	Dunlop K490 80/100X21
Rear Susp.:	Showa/Pro Link, adj. C/R
Susp. Travel:	300mm
Rear Brake:	Nissin hydraulic disc
Rear Tire:	Dunlop K695 110/100X18
Seat Height:	930mm
Wheelbase:	1425mm
Ground Clearance:	(n/a)
Claimed Dry Weight:	256.8 lbs.
Estimated Retail Price:	\$5099

will work okay—and hold up well—until you get around to mounting up your favorite rear skin.

All the ergonomics are typical Honda, which is to say good and comfortable if not very flashy. The only really dull part of the cockpit is the ubiquitous Honda white-painted steel handlebars, but you can easily change them for your favorite (probably aluminum) bars without too much trouble. The levers are all first rate, and come with plastic handguards that really don't do you much good in the Michigan tight woods (ouch!), but can be removed to install real handguards. A manual compression release is supplied on the left side of the bars to help you clean out the cylinder when you've had the XR upside down, and it does come in handy in those situations. A good, no-frills tenths-resettable odometer sits on the top triple clamp, and the headlight is a 35-watt tungsten bulb running off a 74-watt lighting coil.

Our first impression of the XR400 was definitely positive. There's a limit to the amount you can learn from a single day in the saddle, but this day's ride was enough to convince us that we want one in the Trail Rider garage. Once there, we'd change the fork oil, fiddle with them and the jetting, set the preload up on both ends...and we'd bet we wind up with a bike that everyone would want to sling a leg over.

Bottom line: the XR400 flies in the woods. It has just enough power to grunt its way through the tight stuff, and the handling is up to the job. It is everything you ever imagined the XR400 could be, and it's here now. The line forms to the left.... □



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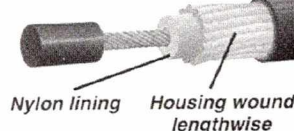
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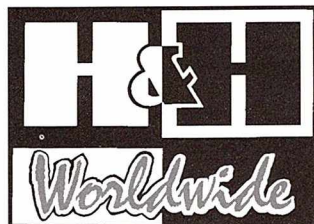
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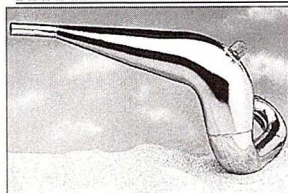
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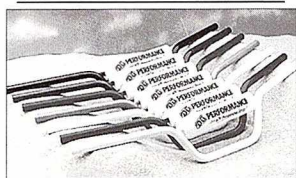
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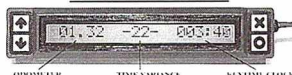
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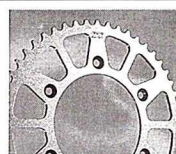
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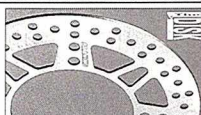
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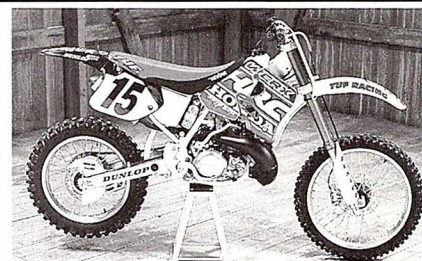
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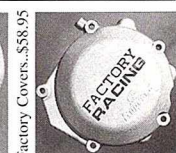
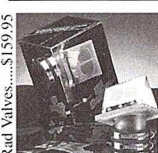
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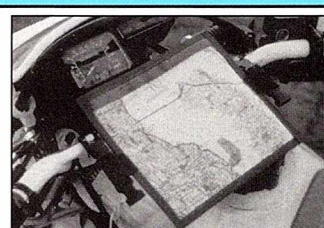


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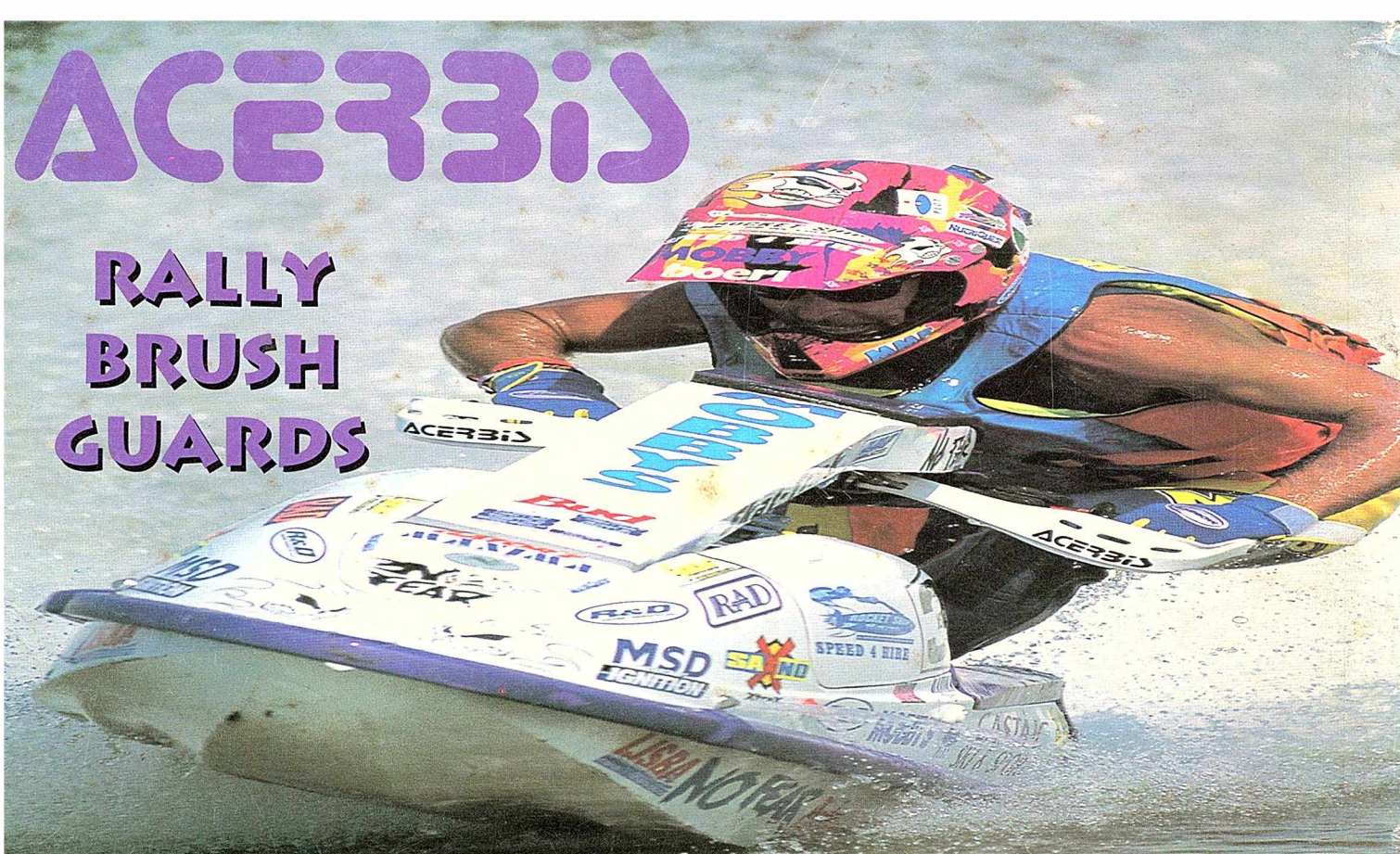


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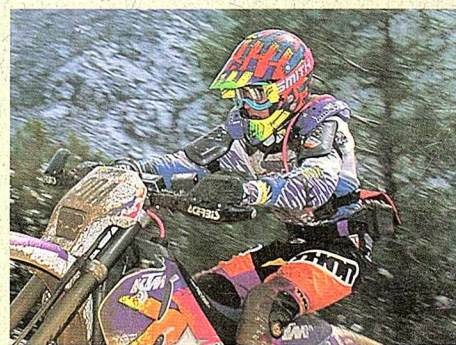
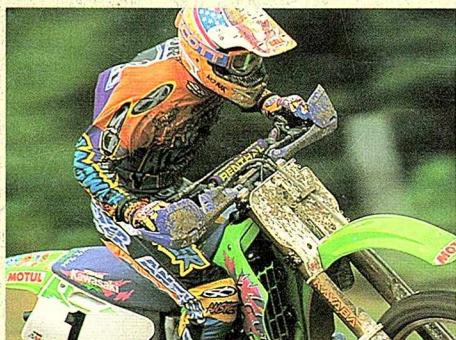
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RALLY BRUSH GUARDS



ADD WATER!



Acerbis Rally Brush Guards are injection molded out of a very strong nylon composite. This material is better than aluminum in this application as it is equally tough and has an inherent characteristic of being a very low friction point when sliding against most surfaces. In addition Acerbis' Rally Brush Guards are up to a half pound lighter

than aluminum guards. Each set of Rally Brush Guards come complete with mounting hardware for standard style handlebars. This mounting system has to be considered the finest in the field. Every piece is precision machined for a clean-positive fit. Guaranteed one year against breakage! Spoilers Optional.

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OR YOUR MOTORCYCLE